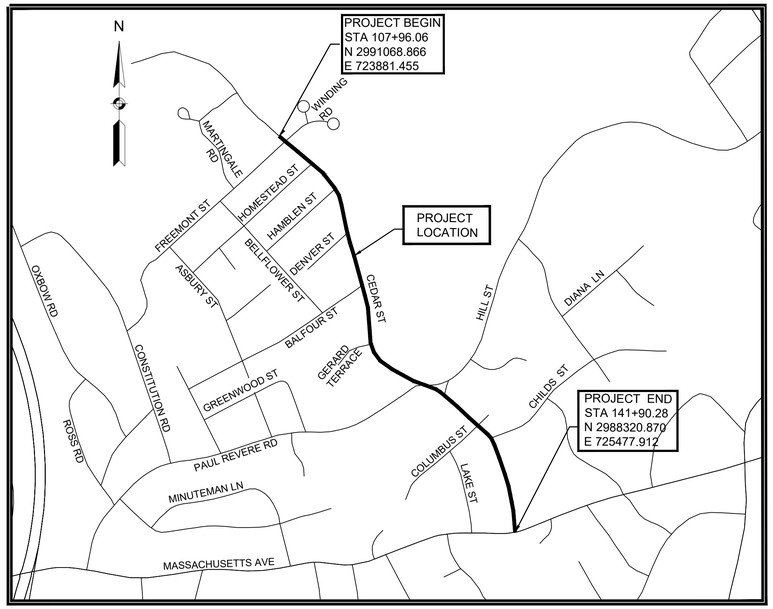
TOWN OF LEXINGTON
MIDDLESEX COUNTY
HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX
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9 - 14	CURB TIE & GRADING PLANS
15 - 19	CONSTRUCTION DETAILS
20 - 21	TEMPORARY TRAFFIC CONTROL PLANS



500 0 500 1,000

SCALE 1" = 500'

LENGTH OF PROJECT = 3,433 FEET = 0.65 MILES

THESE PLANS ARE SUPPLEMENTED BY THE MASSDOT 2024 STANDARD SPECIFICATIONS, OCTOBER 2017 CONSTRUCTION DETAILS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

COMMONWEALTH OF MASSACHUSETTS
JOHN G. MORGAN, JR.
CIVIL
No. 46886
REGISTERED PROFESSIONAL ENGINEER
3/5/2025

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TITLE SHEET & INDEX

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	NTS

Drawing No.:
1 OF 21

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GENERAL NOTES

1. THIS PLAN IS BASED UPON ON-THE-GROUND INSTRUMENT SURVEYS PERFORMED BY GCG ASSOCIATES IN NOVEMBER 2018 AND SUPPLEMENTED WITH ADDITIONAL INFORMATION FROM CHA IN DECEMBER 2024.
2. LOCATIONS AND DEPTHS OF UNDERGROUND UTILITIES ARE APPROXIMATE ONLY, AND ARE NOT WARRANTED TO BE CORRECT. UNDERGROUND UTILITIES ARE SHOWN BASED ON AVAILABLE TOWN AND UTILITY RECORDS. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT INDICATED ON THESE PLANS. ALL EXISTING UTILITIES SHALL BE VERIFIED FOR SERVICE, SIZE, INVERT ELEVATION, LOCATION, ETC. BY THE CONTRACTOR PRIOR TO NEW CONNECTIONS TO OR OF SAME. CONTRACTOR MUST NOTIFY DIG-SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO ANY CONSTRUCTION. NOTIFY THIS FIRM OF ANY AND ALL DISCREPANCIES PRIOR TO COMMENCING ANY WORK. NAMES AND CONTACTS FOR UTILITY OPERATING AUTHORITIES ARE AVAILABLE UPON REQUEST.
3. PROPOSED DRAINAGE INVERTS ARE FOR BIDDING PURPOSES ONLY AND SHOULD BE CONFIRMED BEFORE CONSTRUCTION BY THE CONTRACTOR.
4. HORIZONTAL AND VERTICAL DATUMS REFERENCED FROM NAD OF '83 AND NAVD OF '88.
5. ANY SPOT ELEVATIONS ARE PUBLISHED FOR DESIGN PURPOSES ONLY.
6. THE CONTRACTOR SHALL MAKE DETERMINATIONS OF SUBSURFACE CONDITIONS, INCLUDING THE LOCATION OF ROCK AND THE ACTUAL LOCATION OF UTILITIES OR OTHER FEATURES WHICH MAY AFFECT THE WORK.
7. THE CONTRACTOR SHALL CAUSE AS LITTLE INTERFERENCE AND INCONVENIENCE TO ABUTTERS AS POSSIBLE. THE CONTRACTOR SHALL MAINTAIN SAFE AND CONVENIENT ACCESS TO PRIVATE PROPERTIES AT ALL TIMES.
8. THE FLOW OF TRAFFIC THROUGH CONSTRUCTION ZONES IN EXISTING PUBLIC WAYS SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE SPECIFIED ON THE PLANS AND IN THE SPECIAL PROVISIONS.
9. A MINIMUM OF 4" LOAM AND SEED SHALL BE PLACED AS NOTED ON THE PLANS AND ON DISTURBED AREAS.
10. PROPERTY LINES SHOWN HEREON ARE COMPILED FROM VARIOUS SOURCES AND DO NOT REPRESENT A PROPERTY LINE RETRACEMENT SURVEY.
11. A MINIMUM UNOBSTRUCTED WIDTH OF 52" SHALL BE MAINTAINED ON ALL PROPOSED SIDEWALKS AND DRIVEWAYS TO ACCOMMODATE THE TOWN OF LEXINGTON'S SIDEWALK SNOWPLOW.
12. MAILBOXES TO BE RESET SHALL BE RESET PER MASSDOT STANDARD DETAIL E 504.1.0 AND AS SHOWN ON THESE PLANS AND DIRECTED BY THE ENGINEER.
13. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A CONSTRUCTION SCHEDULE DELINEATING THE SEQUENCE OF WORK, TRAFFIC MANAGEMENT PLAN, AND ESTIMATED TIME OF COMPLETION OF EACH SEGMENT OF WORK, PRIOR TO THE COMMENCEMENT OF WORK.
14. THE CONTRACTOR SHALL MAINTAIN CONTINUOUS TRAFFIC FLOW DURING CONSTRUCTION SATISFACTORY TO THE ENGINEER AND THE TOWN. ACCESS TO ALL EXISTING RESIDENCES SHALL BE MAINTAINED AT ALL TIMES DURING THE COURSE OF CONSTRUCTION BY THE CONTRACTOR.
15. NO EQUIPMENT SHALL BE ALLOWED TO BE PARKED ON THE ROAD WHEN NOT IN USE. MATERIALS SHALL NOT BE STOCKPILED ON THE ROAD OR IN PARKING AREAS. THE CONTRACTOR SHALL CONSULT THE LEXINGTON DEPARTMENT OF PUBLIC WORKS WITH RESPECT TO LOCATION OF STOCKPILED MATERIALS.
16. SIDEWALKS, WALKS, AND DRIVEWAYS THAT ARE DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPLACED WITH THE SAME TYPE OF MATERIAL ONCE THE WORK IS COMPLETED.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING ANY DEBRIS, SEDIMENT, OR SILTY WATER FROM ENTERING DRAINAGE SYSTEM, ETC., DURING ALL PHASES OF CONSTRUCTION. CONTROLS MAY INCLUDE HAY BALES, SILT FENCE, SILT SACKS, CRUSHED STONE.
18. ALL CONSTRUCTION MATERIAL, DEBRIS, ASPHALT, SOIL, ETC. THAT IS REMOVED FROM THE SITE SHALL BE HANDLED AND DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
19. DURING CONSTRUCTION, THE CONTRACTOR SHALL PROTECT ALL PLANTS, TREES AND ROOTS OF TREES TO REMAIN. THE CONTRACTOR SHALL CONSULT WITH A CERTIFIED ARBORIST AND IMPLEMENT THE RECOMMENDED TREE & PLANT PROTECTION MEASURES. THIS MAY INCLUDE TREE & PLANT PROTECTION FENCE, TREE ARMORING, ROOT PRUNING, AND AIR EXCAVATION. ADDITIONAL TREE REMOVALS MAY BE REQUIRED IN ADDITION TO WHAT IS SHOWN ON THESE PLANS AS DIRECTED BY THE ENGINEER.
20. THE CONTRACTOR SHALL MAINTAIN THE EXISTING SITE DRAINAGE PATTERNS UNLESS OTHERWISE NOTED. ALL GRADING MODIFICATIONS SHALL DIRECT DRAINAGE AWAY FROM EXISTING BUILDINGS AND TOWARDS THE APPROPRIATE AREAS. ALL GRADING MODIFICATIONS SHALL BE GRADUAL SO AS NOT TO CREATE ANY STEEP SLOPES, UNEVEN AREAS, ETC.
21. DURING THE COURSE OF CONSTRUCTION, ANY DAMAGE TO FENCES, PATHS, STAIRS, AND VEGETATION SHALL BE REPAIRED OR REPLACED AND RESTORED TO THE ORIGINAL CONDITION AT NO ADDITIONAL EXPENSE TO THE OWNER.
22. ALL CASTINGS, GATE BOXES, HYDRANTS, LIGHT POLES, ETC. DAMAGED DURING CONSTRUCTION SHALL BE SUPPLIED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
23. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, AND PROCEDURES, AND FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH ALL WORK INCLUDED UNDER THIS CONTRACT. THE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL SAFETY BARRIERS, WARNING FLASHERS AND THE LIKE, AS REQUIRED BY THE CONDUCT OF THE WORK FOR THE PROTECTION OF WORKERS AND NON-WORKERS ALIKE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO OSHA REQUIREMENTS.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SITE RESTORATION AND CLEAN-UP UPON COMPLETION OF THE PROJECT.
25. THE FINAL LOCATION OF PROPOSED TREES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. AN ADDITIONAL TWO TREES ARE INCLUDED IN THE BID QUANTITY WITH FINAL LOCATION TO BE DETERMINED BY THE ENGINEER.

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		APPROXIMATE RIGHT OF WAY
		BALANCED STONE WALL
		BORDER OF WETLAND
		BUILDING
		BUSH / HEDGES
Ⓒ	Ⓒ	CABLE MANHOLE
CB		CATCH BASIN
CO.BD.		COUNTY BOUND
		CURBING
D		DRAIN LINE
Ⓓ DMH	Ⓓ	DRAINAGE MANHOLE
Ⓔ	Ⓔ	ELECTRIC MANHOLE
EHH	EHH	ELECTRIC HANDHOLE
		FENCE GATE POST
G		GAS LINE
Ⓖ	Ⓖ	GAS MANHOLE
GP	GP	GAS PUMP
		GAS VALVE
		GPS POINT
		GUTTER INLET
HYD		HYDRANT
		LIGHT POLE
EOP		LIMIT OF EDGE OF PAVEMENT
		MAG NAIL
MB	MB	MAIL BOX
280		MAJOR CONTOURS
281		MINOR CONTOURS
MH MHO	Ⓜ	MISC MANHOLE
OHW		OVERHEAD CABLE/WIRE
		POST CIRCULAR
		POST SQUARE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		RETAINING WALL
		SAWCUT LINE
		SEDIMENT CONTROL BARRIER
Ⓢ SMH	Ⓢ	SEWER MANHOLE
S		SEWER LINE
		SIGN
SB		STONE BOUND
		STUMP
Ⓣ	Ⓣ	TELEPHONE MANHOLE
		TOP OR BOTTOM OF SLOPE
		TRAVERSE POINT
		TREE LINE
X"T		TREE W/ DIAMETER
GUY		TROLLEY POLE OR GUY POLE
UP#		UTILITY POLE
		WATER MANHOLE
W		WATER MAIN
WS		WATER SERVICE
		WATER SHUT OFF
		WATER VALVE
		WETLAND BUFFER
		WOOD FENCE

ABBREVIATIONS

GENERAL

AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BBC	BITUMINOUS BERM CURB
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BCC	BOTTOM OF CURVED CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCB	CAPE COD BERM
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CI	CURB INLET
CIP	CAST IRON PIPE
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS

ABBREVIATIONS (CONT.)

GENERAL

CONST	CONSTRUCTION
CR GR	CROWN GRADE
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DW	STEADY DON'T WALK - PORTLAND ORANGE
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EXIST (or EX)	EXISTING
EXC	EXCAVATION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDN.	FOUNDATION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HDW	HEADWALL
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HYD	HYDRANT
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE

ABBREVIATIONS (CONT.)

GENERAL

LB	LEACH BASIN
LP	LIGHT POLE
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	PEDESTRIAN CURB RAMP
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY

ABBREVIATIONS (CONT.)

GENERAL

REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
	SL	STOP LINE - 12" WIDE
	CW	CROSSWALK - SEE SHEET 13 FOR DETAIL
	SWL	SOLID WHITE LINE
	DBYL	DOUBLE YELLOW LINE - 6" WIDE LINES WITH 6" WIDE GAP
	DYCL	DOUBLE YELLOW CENTER LINE - 6" WIDE LINES

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

JOHN G. MORGAN, JR. CIVIL No. 46886 REGISTERED PROFESSIONAL ENGINEER COMMONWEALTH OF MASSACHUSETTS

3/5/2025

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LEGEND & ABBREVIATIONS

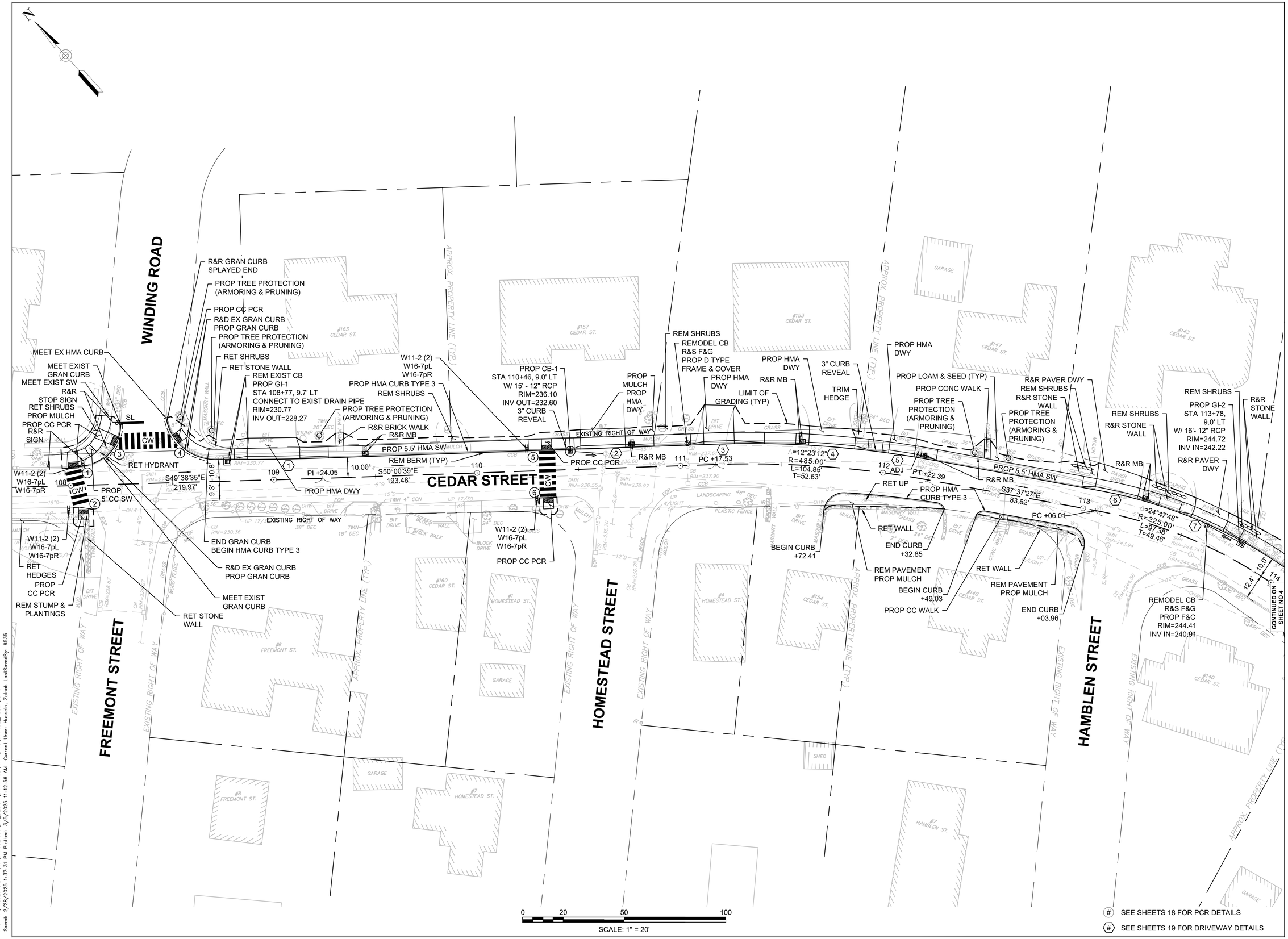
No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	NTS

Drawing No.:

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CONSTRUCTION PLAN - 1

No.	Submittal / Revision	App'd	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
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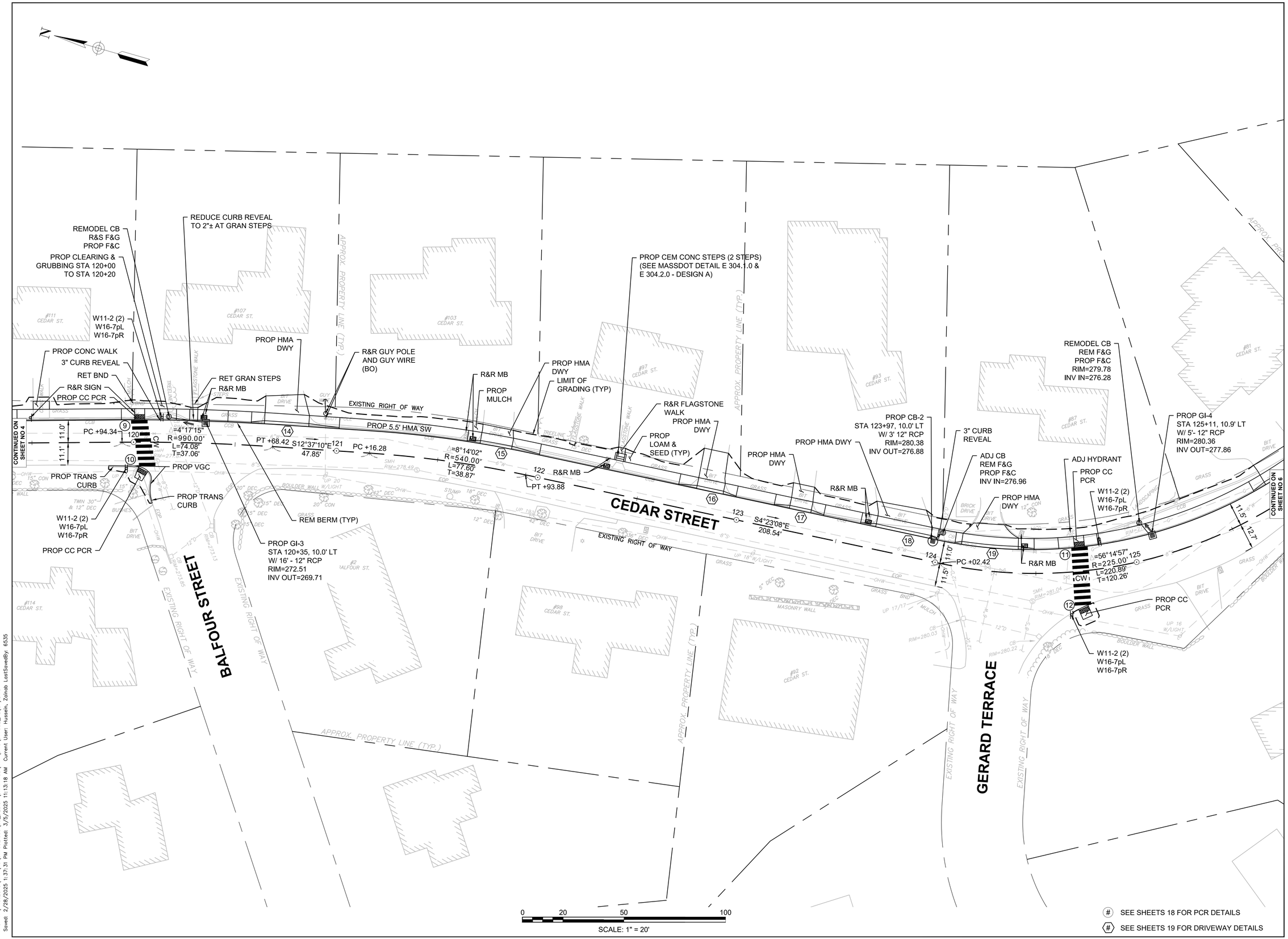
CONSTRUCTION PLAN - 2

No.	Submittal / Revision	App'd	By	Date
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Issue Date:	Project No:	Scale:
03-05-2025	77052	1" = 20'

Drawing No.:
4 OF 21

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CONSTRUCTION PLAN - 3

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
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Issue Date:	Project No:	Scale:
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Drawing No.: 5 OF 21

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CONSTRUCTION PLAN - 4

No.	Submittal / Revision	App'd	By	Date
1	FINAL DESIGN			03/05/25

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Issue Date:	Project No:	Scale:
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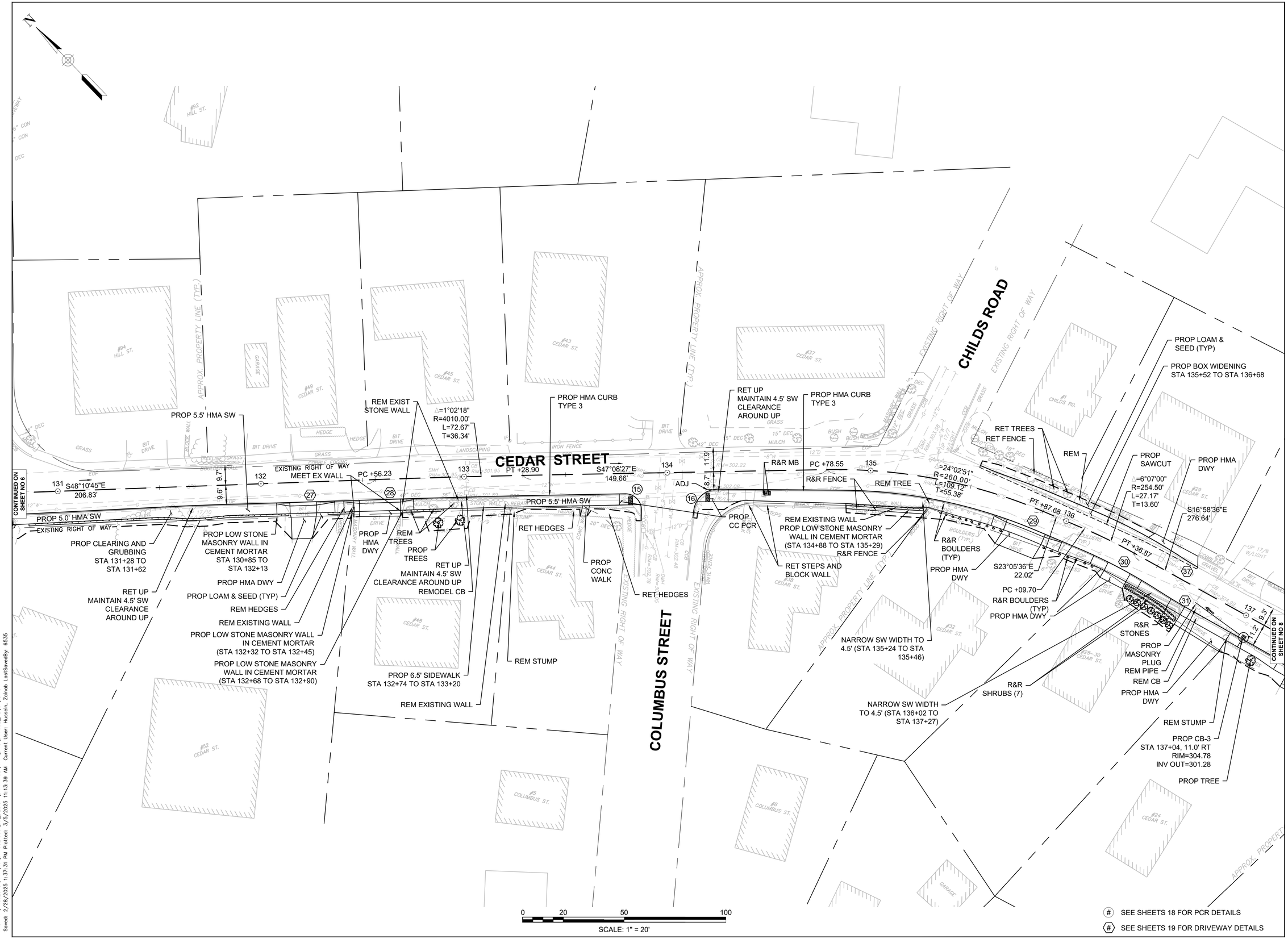
Drawing No.: 6 OF 21

CONTINUED ON SHEET NO 5
CONTINUED ON SHEET NO 7

HILL STREET
CEDAR STREET
PAUL REVERE ROAD
EXISTING RIGHT OF WAY
APPROX PROPERTY LINE (TYP.)
PROP PROPERTY LINE (TYP.)
PROP HMA DWY
PROP TREE PROTECTION (ARMORING & PRUNING) REM BOULDER
PROP MULCH
R&R MB
PROP 5.5' HMA SW
PROP HMA CURB TYPE 3
PROP 4.5' HMA SW STA 126+90 TO STA 129+81
REM BERM (TYP)
ADJ (BO)
R&R SIGN
LIMIT OF GRADING (TYP)
PROP LOAM & SEED (TYP)
PROP HMA DWY
PROP BOX WIDENING (LESS THAN 4 FT WIDE) (STA 127+34 TO 128+23)
MEET EX HMA BERM
PROP SAWCUT
RET
RET WOOD FENCE
PROP HMA BERM
RET UP
RESTORE GRAVEL PATH
PROP 5.5' HMA SW
RET
REM EXIST CW MARKINGS
R&R SIGN
MEET EXISTING SW
REM BUSHES
PROP HMA DWY
R&R MB
PROP CC PCR
PRC +28.98
MEET EX BERM +22.70
12" SYL
DBYL
MEET EX DBYL
MEET EX BERM
MEET EX BERM
MEET EXISTING SW
PROP LOAM & SEED (TYP)
PROP TREE PROTECTION (ARMORING & PRUNING)
REM EXIST MARKINGS
R&R SIGN
PROP 5' HMA SW
W11-2 (2)
W16-7pL
W16-7pR
PROP HMA DWY
PROP CC PCR
RET
RET STONE WALL
PROP HMA DWY
RET UP MAINTAIN 4.5' SW CLEARANCE AROUND
RET TREE
REM EXIST SL
RET STONE WALL
PROP TREE PROTECTION (ARMORING & PRUNING)
RESTORE STONE SURFACE
R&R (2) BUSHES
RET STONE WALL
RET UP MAINTAIN 4.5' SW CLEARANCE AROUND UP
PROP LOW STONE MASONRY WALL IN CEMENT MORTAR STA 130+85 TO STA 132+13
R&R HYDRANT PROP 3' - 6" CLDIP
PROP 5.0' HMA SW
PROP HMA CURB TYPE 3
PROP BOX WIDENING
MEET EX CURB +80.57
MEET EX CURB +01.48
MEET EX CURB +49.45
R&R VGC
R&R SIGN
PROP SAWCUT
PT +49.39
PROP 5.0' HMA SW
PT +23.31
S60°38'05"E
71.98'
PC +95.29
=2°59'32"
R=1300.00'
L=67.89'
T=33.95'
PRC +63.18
PT +76.42
S59°09'37"E
38.03'
PC +14.45
=21°52'23"
R=300.00'
L=114.53'
T=57.97'
=1°31'04"
R=500.00'
L=13.24'
T=6.62'
=32°51'14"
R=210.00'
L=120.42'
T=61.91'
S48°10'45"E
206.83'
PROP 5.0' HMA SW
EXISTING RIGHT OF WAY
#91 HILL ST.
#94 HILL ST.
#67 CEDAR ST.
#75 CEDAR ST.
#81 CEDAR ST.
#80 CEDAR ST.
#76 PAUL REVERE RD.
#77 PAUL REVERE RD.
#56 CEDAR ST.
#52 CEDAR ST.
TOWN OF LEXINGTON CONSERVATION
"POOR FARM LEXINGTON CONSERVATION AREA"
EXISTING CONC PEDESTRIAN RAMP
BIT. CONC. DRIVEWAY
BIT. CONC. DRIVEWAY
BIT DRIVE
GRAV DRIVE
STONE WALL
BOULDER WALL
CLUSTER 15" DEC
42" DEC
24" DEC
10" DEC
8" DEC
6" CON
25" CON
24" DEC
TRIPLE 5" DEC
TWIN 20" DEC
DMH RIM=292.06
RIM=282.24
RIM=293.52
INVERT=283.52
INVERT=283.42
INVERT=283.32
6" DBYL
6" DBYL
STOP SIGN
"PAUL REVERE ROAD"
MULCH
GRASS
LANDSCAPING
CCB
VCC
SW
SL
OHW
SMH
CB
DMH
WV
GV
0 20 50 100
SCALE: 1" = 20'

(#) SEE SHEETS 18 FOR PCR DETAILS
(#) SEE SHEETS 19 FOR DRIVEWAY DETAILS

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

COMMONWEALTH OF MASSACHUSETTS
JOHN G. MORGAN, JR.
CIVIL
No. 46886
REGISTERED PROFESSIONAL ENGINEER
3/5/2025

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

CONSTRUCTION PLAN - 5

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	1" = 20'

Drawing No.:
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COMMONWEALTH OF MASSACHUSETTS
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3/5/2025

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CONSTRUCTION PLAN - 6

No.	Submittal / Revision	App'd	By	Date
1	FINAL DESIGN			03/05/25

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ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	1" = 20'

Drawing No.:
8 OF 21

MASSACHUSETTS AVENUE
EXISTING RIGHT OF WAY
CEDAR STREET
APPROX. PROPERTY LINE (TYP.)
CONTINUED ON SHEET NO 7
PROP MASONRY PLUG
REM PIPE
REM CB
R&R STONES
PROP TREE
PROP CB-3
STA 137+04, 11.0' RT
W/ 28' 12" RCP
RIM=304.74
INV OUT=301.24
REM STUMP
PROP HMA DWY
RET CONC WALK
PROP HMA CURB TYPE 3
REDUCE CURB REVEAL TO MEET CONCRETE WALK GRADE AT BACK OF SIDEWALK
PROP GRAVEL DRIVEWAY
PROP CONC WALK
ADJ (BO) R&R MAILBOX
MAINTAIN 4.5' CLEARANCE IN SW FROM UP
RET
PROP HMA DWY
PROP CONC WALK
PROP CEM CONC STEP (1 STEP) (SEE MASSDOT DETAIL E 304.1.0 & E 304.2.0 - DESIGN A)
PROP TREE PROTECTION (ARMORING & PRUNING)
REM PAVEMENT PROP LOAM & SEED
RET
RET EXIST FENCE
PROP 4.5' SIDEWALK STA 140+11 TO STA 140+56
PROP CC PCR
PROP LOAM & SEED
END HMA CURB BEGIN VGC
R&D EX VGC
PROP VGC
MEET EXISTING CURB +90.26
MEET EXIST SW
RET HYD
PROP 5.5' HMA SW
139 PC +13.51
R=500.00'
L=61.19'
T=30.63'
Δ=7°00'41"
PT +74.70
140
141
142
142+07.65
S16°58'36"E 276.64'
S9°57'55"E 232.95'
137
138
#23 CEDAR ST.
#19 CEDAR ST.
#15 CEDAR ST.
#9–11 CEDAR ST.
#2161 MASSACHUSETTS AVE.
#2173 MASSACHUSETTS AVE.
#2195 MASSACHUSETTS AVE.
#2209 MASSACHUSETTS AVE.
#24 CEDAR ST.
#20 CEDAR ST.
#16 CEDAR ST.
#12 CEDAR ST.
SHED
GARAGE

0 20 50 100
SCALE: 1" = 20'

(#) SEE SHEETS 18 FOR PCR DETAILS
(#) SEE SHEETS 19 FOR DRIVEWAY DETAILS

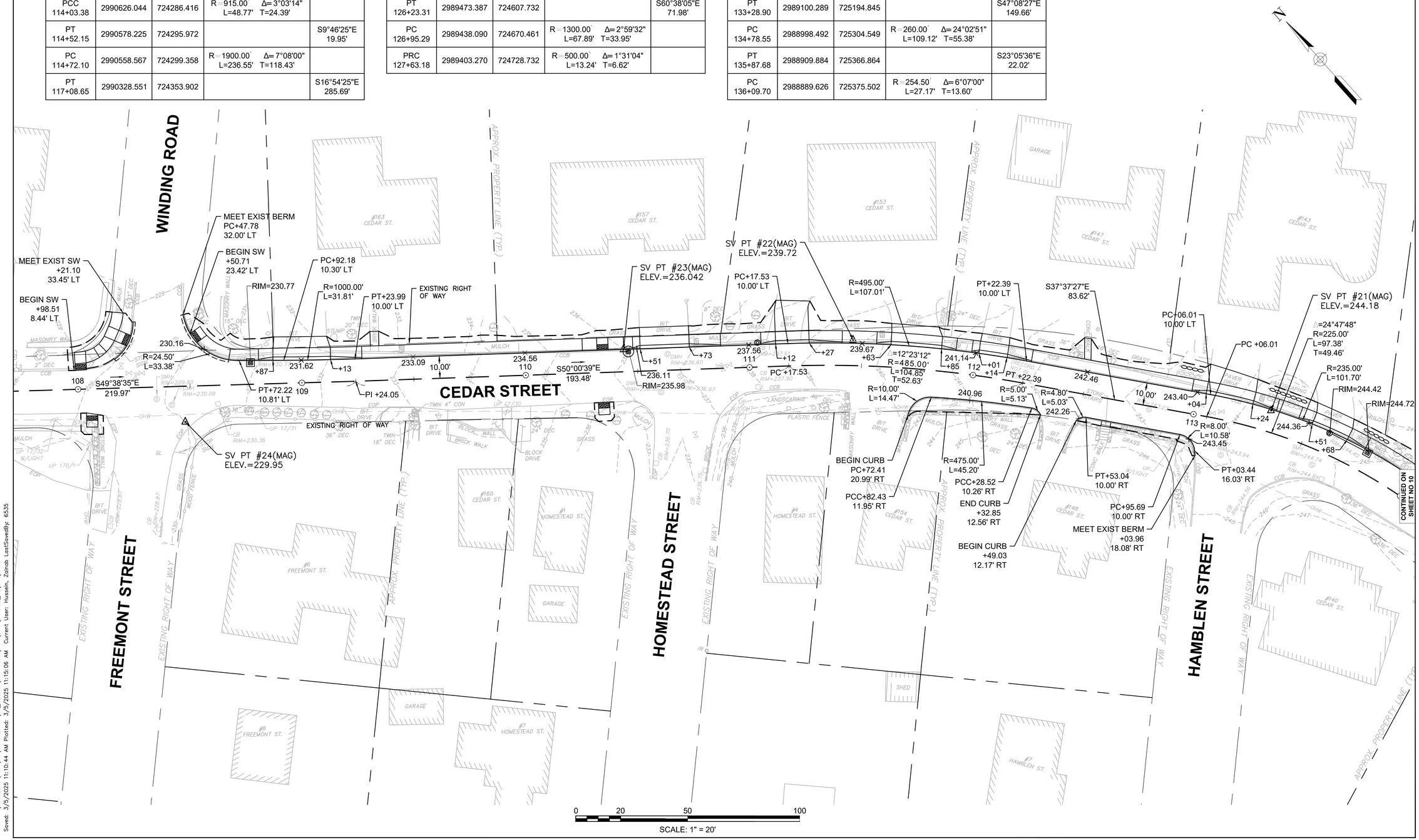
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CEDAR STREET CONSTRUCTION BASELINE DATA				
STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA
107+04.08	2991121.968	723805.872		S49°38'35"E 219.97'
PI 109+24.05	2990979.527	723973.495		S50°00'39"E 193.48'
PC 111+17.53	2990855.187	724121.736	R=485.00' Δ=12°23'12" L=104.85' T=52.63'	
PT 112+22.39	2990779.678	724194.190		S37°37'27"E 83.62'
PC 113+06.01	2990713.448	724245.239	R=225.00' Δ=24°47'48" L=97.38' T=49.46'	
PCC 114+03.38	2990626.044	724286.416	R=915.00' Δ=3°03'14" L=48.77' T=24.39'	
PT 114+52.15	2990578.225	724295.972		S9°46'25"E 19.95'
PC 114+72.10	2990558.567	724299.358	R=1900.00' Δ=7°08'00" L=236.55' T=118.43'	
PT 117+08.65	2990328.551	724353.902		S16°54'25"E 285.69'

CEDAR STREET CONSTRUCTION BASELINE DATA				
STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA
PC 119+94.34	2990055.206	724436.987	R=990.00' Δ=4°17'15" L=74.08' T=37.06'	
PT 120+68.42	2989983.585	724455.861		S12°37'10"E 47.85'
PC 121+16.28	2989936.888	724466.315	R=540.00' Δ=8°14'02" L=77.60' T=38.87'	
PT 121+93.88	2989860.205	724477.779		S4°23'08"E 208.54'
PC 124+02.42	2989652.272	724493.726	R=225.00' Δ=56°14'57" L=220.89' T=120.26'	
PT 126+23.31	2989473.387	724607.732		S60°38'05"E 71.98'
PC 126+95.29	2989438.090	724670.461	R=1300.00' Δ=2°59'32" L=67.89' T=33.95'	
PRC 127+63.18	2989403.270	724728.732	R=500.00' Δ=1°31'04" L=13.24' T=6.62'	

CEDAR STREET CONSTRUCTION BASELINE DATA				
STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA
PT 127+76.42	2989396.330	724740.012		S59°09'37"E 38.03'
PC 128+14.45	2989376.836	724772.663	R=300.00' Δ=21°52'23" L=114.53' T=57.97'	
PRC 129+28.98	2989338.083	724879.696	R=210.00' Δ=32°51'14" L=120.42' T=61.91'	
PT 130+49.39	2989287.149	724986.994		S48°10'45"E 206.83'
PC 132+56.23	2989149.233	725141.132	R=4010.00' Δ=1°02'18" L=72.67' T=36.34'	
PT 133+28.90	2989100.289	725194.845		S47°08'27"E 149.66'
PC 134+78.55	2988998.492	725304.549	R=260.00' Δ=24°02'51" L=109.12' T=55.38'	
PT 135+87.68	2988909.884	725366.864		S23°05'36"E 22.02'
PC 136+09.70	2988889.626	725375.502	R=254.50' Δ=6°07'00" L=27.17' T=13.60'	

CEDAR STREET CONSTRUCTION BASELINE DATA				
STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA
PT 136+36.87	2988864.113	725384.805		S16°58'36"E 276.64'
PC 139+13.51	2988599.529	725465.579	R=500.00' Δ=7°00'41" L=61.19' T=30.63'	
PT 139+74.70	2988540.064	725479.823		S9°57'55"E 232.95



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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

JOHN G. MORGAN, JR. CIVIL No.46886 REGISTERED PROFESSIONAL ENGINEER
COMMONWEALTH OF MASSACHUSETTS
3/5/2025

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

CURB TIE & GRADING PLAN - 1

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
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Issue Date:	Project No:	Scale:
03-05-2025	77052	1" = 20'

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3/5/2025

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CURB TIE & GRADING PLAN - 2

No.	Submittal / Revision	App'd	By	Date
1	FINAL DESIGN			03/05/25

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Issue Date:	Project No:	Scale:
03-05-2025	77052	1" = 20'

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10 OF 21

CONTINUED ON SHEET NO 9
CONTINUED ON SHEET NO 11

CEDAR STREET
DENVER STREET
TOWN OF LEXINGTON CONSERVATION
APPROX. PROPERTY LINE (TYP.)
EXISTING RIGHT OF WAY
#135 CEDAR ST.
#129 CEDAR ST.
#121 CEDAR ST.
GARAGE
#117 CEDAR ST.
#111 CEDAR ST.
#140 CEDAR ST.
#136 CEDAR ST.
#126 CEDAR ST.
#122 CEDAR ST.
#118 CEDAR ST.
#114 CEDAR ST.
#10 DENVER ST.
RIM=244.72
R=235.00'
L=101.70'
PCC+03.38
10.00' LT
R=925.00'
L=49.30'
△=3°03'14"
R=915.00'
L=48.77'
T=24.39'
PT+52.15
10.00' LT
PC+69.66
10.00' LT
R=1800.00'
L=224.10'
SV PT #X19(MAG)
ELEV.=251.15
PT+94.97
10.95' LT
PC+05.70
11.85' LT
PT+01.02
11.84' LT
R=50.70'
L=7.40'
R=30.00'
L=2.86'
R=49.50'
L=6.52'
R=50.00'
L=6.53'
△=24°47'48"
R=225.00'
L=97.38'
T=49.46'
S9°46'25"E
19.95'
SV PT #20(MAG)
ELEV.=247.50
△=7°08'00"
R=1900.00'
L=236.55'
T=118.43'
PC +72.10
PT +52.15
PCC +03.38
R=10.00'
L=19.98'
END CURB
+71.10
10.57' RT
PT+63.38
10.66' RT
BEGIN CURB
PC+56.57
29.23' RT
PC+54.58
24.94' RT
PC+90.80
11.00' LT
PT +08.65
PT+18.71
11.00' LT
SV PT #18(MAG)
ELEV.=259.99
S16°54'25"E
285.69'
10.00'
5.50'
11.00'
245.27
114
246.47
248.00
115
249.30
250.52
116
251.92
253.44
117
255.14
11.00'
257.37
118
260.22
263.87
119
267.49
11.00'
0 20 50 100
SCALE: 1" = 20'

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

COMMONWEALTH OF MASSACHUSETTS
JOHN G. MORGAN, JR.
CIVIL
No. 46886
REGISTERED PROFESSIONAL ENGINEER
3/5/2025

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CURB TIE & GRADING PLAN - 3

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

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CONTINUED ON SHEET NO 10

CONTINUED ON SHEET NO 12

SV PT #17(MAG) ELEV.=272.95
SV PT #16(MAG) ELEV.=281.96
SV PT #15(MAG) ELEV.=280.94
SV PT #14(MAG) ELEV.=281.40

PC+94.34 11.00' LT
RIM=272.51
R=1001.00' L=74.91'
PT+68.42 11.00' LT
PC+16.28 11.00' LT
R=551.00' L=79.18'
PT+93.88 11.00' LT
PC+97.95 11.00' LT
RIM=280.38
R=225.00' L=220.68'
RIM=280.36

BEGIN CURB +87.64 11.48' RT
PC+00.53 11.75' RT
R=10.00' L=7.21'
PCC+07.18 14.31' RT
PCC+08.76 19.11' RT
R=20.00' L=10.95'
END CURB +09.43 29.90' RT

EXISTING RIGHT OF WAY
APPROX. PROPERTY LINE (TYP.)

CEDAR STREET
BALFOUR STREET
GERARD TERRACE

#111 CEDAR ST.
#107 CEDAR ST.
#103 CEDAR ST.
#97 CEDAR ST.
#93 CEDAR ST.
#87 CEDAR ST.
#81 CEDAR ST.
#114 CEDAR ST.
#98 CEDAR ST.
#92 CEDAR ST.
#2 BALFOUR ST.

MASONRY WALL
FLAGSTONE WALK
BOULDER WALL

SCALE: 1" = 20'

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HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

JOHN C. MORGAN, JR. CIVIL No. 46886 REGISTERED PROFESSIONAL ENGINEER COMMONWEALTH OF MASSACHUSETTS

3/5/2025

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CURB TIE & GRADING PLAN - 4

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

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Issue Date:	Project No:	Scale:
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CURB TIE & GRADING PLAN - 5

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

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ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	1" = 20'

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CEDAR STREET

CHILDS ROAD

COLUMBUS STREET

APPROX. PROPERTY LINE (TYP.)

EXISTING RIGHT OF WAY

EXISTING RIGHT OF WAY

EXISTING RIGHT OF WAY

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JOHN G. MORGAN, JR. CIVIL No. 46886 REGISTERED PROFESSIONAL ENGINEER COMMONWEALTH OF MASSACHUSETTS
3/5/2025

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

CURB TIE & GRADING PLAN - 6

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	1" = 20'

Drawing No.:

14 OF 21

SCALE: 1" = 20'

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PAVEMENT NOTES

PROPOSED FULL DEPTH PERMANENT TRENCH PATCH
- 3" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0) OVER
- 3" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0) OVER
- 12" GRAVEL BORROW TYPE b

PROPOSED TEMPORARY TRENCH PATCH
- 2.25" SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0) (ITEM #472) OVER
- 8" GRAVEL BORROW TYPE b OVER COMPACTED TRENCH BACKFILL

PROPOSED FULL DEPTH PAVEMENT WIDENING (GREATER THAN 4 FT WIDE)
- 1.5" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER
- 4.5" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0) IN TWO LIFTS OVER
- 4" DENSE GRADED CRUSHED STONE
- 8" GRAVEL BORROW TYPE b

PROPOSED FULL DEPTH PAVEMENT WIDENING (LESS THAN 4 FT WIDE)
- 1.5" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER
- 2.25" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0) OVER
- 6" CEMENT CONCRETE BASE COURSE OVER
- 8" GRAVEL BORROW TYPE B

PROPOSED HOT MIX ASPHALT DRIVEWAYS
- 1.5" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER
- 2.5" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
- 8" GRAVEL BORROW TYPE b

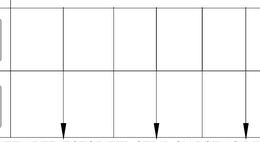
PROPOSED HOT MIX ASPHALT SIDEWALK
- 1.25" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER
- 2.00" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
- 8" GRAVEL BORROW - TYPE b

PROPOSED CEMENT CONCRETE PEDESTRIAN CURB RAMP/SIDEWALK
- 6" CEMENT CONCRETE OVER
- 8" GRAVEL BORROW - TYPE b

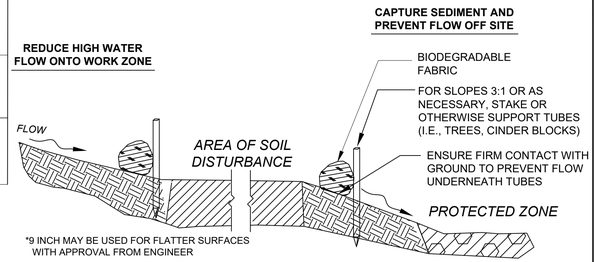
NOTES:

TACK COAT APPLICATION RATES FOR SPECIFIC SURFACE CONDITIONS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
- A. ON A NEW HMA SURFACE, NOT OPENED TO TRAFFIC, THE EMULSION APPLICATION RATE SHALL EQUAL 0.06 TO 0.08 GALLONS PER SQUARE YARD
- B. ON AN EXISTING TIGHT SMOOTH PAVEMENT THE EMULSION APPLICATION RATE SHALL EQUAL 0.06 TO 0.08 GALLONS PER SQUARE YARD
- C. ON A MILLED SURFACE THE EMULSION APPLICATION RATE SHALL EQUAL 0.07 TO 0.09 GALLONS PER SQUARE YARD
- D. ON CEMENT CONCRETE BASE COURSE THE EMULSION APPLICATION RATE SHALL BE EQUAL TO SPRAY APPLICATION FOR ADJACENT SURFACE
- E. ON NEW HMA PATCHES THE EMULSION APPLICATION RATE SHALL EQUAL 0.07 TO 0.09 GALLONS PER SQUARE YARD

TRAFFIC SIGN SUMMARY

IDENTIF-ICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE & NUMBER REQUIRED	UNIT AREA (SF)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACKGROUND	LEGEND	BORDER			
W11-2	30"	30"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			24	FLUORESCENT YELLOW/GREEN	BLACK	BLACK	P5 12*	6.25	150
W16-7pL	24"	12"					12	FLUORESCENT YELLOW/GREEN	BLACK	BLACK	MOUNT W/ W11-2	2.00	24
W16-7pR	24"	12"					12	FLUORESCENT YELLOW/GREEN	BLACK	BLACK	MOUNT W/ W11-2	2.00	24

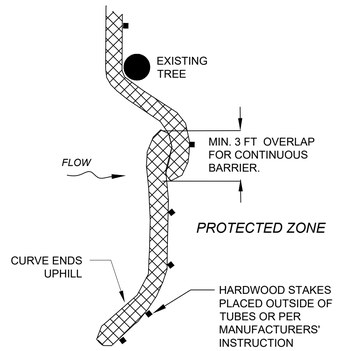
*INSTALL MATCHING FLUORESCENT YELLOW/GREEN REFLECTORIZED STRIP ON BOTH SIDES OF THE SIGN POST



SECTION

SEDIMENT BARRIER - COMPOST FILTER TUBES

NOT TO SCALE



PLACE TUBE ALONG CONTOURS AND PERPENDICULAR TO FLOW.

PLACE AS CLOSE TO LIMIT OF SOIL DISTURBANCE AS POSSIBLE

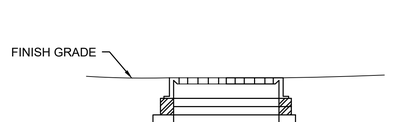
ADJUST LOCATION AS REQUIRED FOR OPTIMUM EFFECTIVENESS. DO NOT INSTALL IN WATERWAYS.

PLACE STAKES AS NEEDED TO SECURE TUBES IN PLACE.

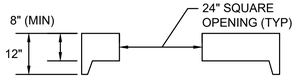
PLAN VIEW

COMPOST FILTER TUBE

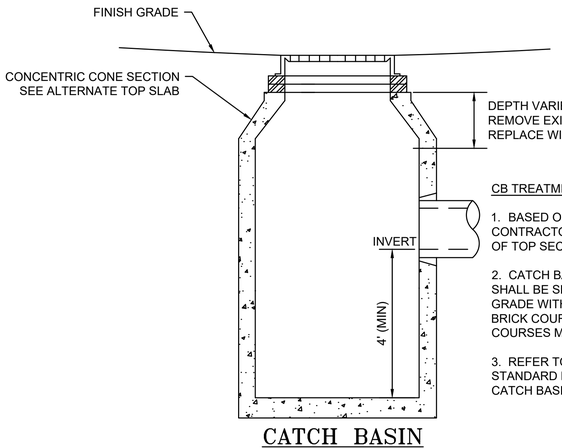
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ALTERNATE ECCENTRIC CONE SECTION



ALTERNATE TOP SLAB



CB TREATMENT NOTES

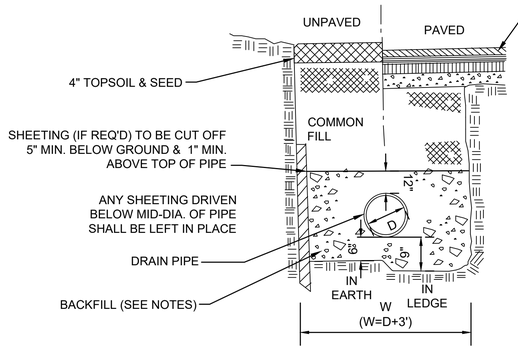
1. BASED ON ACTUAL FIELD CONDITIONS, THE CONTRACTOR SHALL DETERMINE WHICH STYLE OF TOP SECTION SHOULD BE USED.

2. CATCH BASIN FRAME AND GRATE OR COVER SHALL BE SET IN FULL MORTAR BED. ADJUST TO GRADE WITH CLAY BRICK AND MORTAR (2 BRICK COURSES TYPICALLY, 5 BRICK COURSES MAXIMUM).

3. REFER TO MASSDOT CONSTRUCTION STANDARD DETAIL E 201.4.0 FOR ADDITIONAL CATCH BASIN DETAILS.

CATCH BASIN

NOT TO SCALE

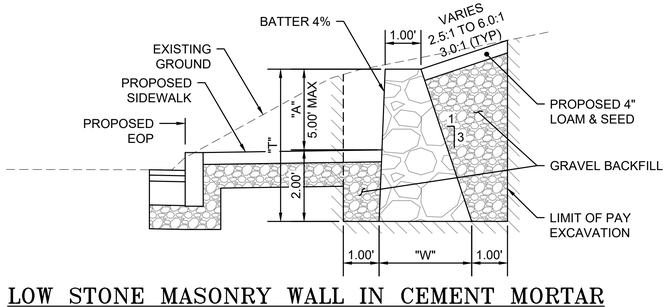


NOTES:
1. COMMON FILL MATERIAL TO CONSIST OF GRANULAR MATERIAL CONTAINING NO STONES LARGER THAN 6" IN GREATEST DIMENSION.
2. BACKFILL WITH SELECT MATERIAL CONTAINING NO STONES LARGER THAN 3" IN GREATEST DIMENSION TO 12" OVER PIPE FOR DRAIN PIPES.
3. PROVIDE SCREENED GRAVEL BEDDING TO MID PIPE DIAMETER AND CRUSHED STONE WHERE GROUNDWATER IS ENCOUNTERED AS DIRECTED BY THE ENGINEER.
4. REMOVE UNSUITABLE MATERIAL BELOW GRADE IF ENCOUNTERED, TO SUITABLE DEPTHS AS DIRECTED BY ENGINEER AND REPLACE WITH CLEAN GRANULAR FILL.
5. BACKFILL SHALL BE PLACED IN LIFTS OF A MAXIMUM OF 6 INCHES
6. ALL TRENCH CONSTRUCTION TO CONFORM TO APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS.
7. COMPACT FILL AND TAMP TO 95% MAX. DENSITY UNLESS OTHERWISE SPECIFIED.
8. PAYMENT FOR HMA PERMANENT TRENCH PATCHING SHALL BE PAID FOR UNDER ITEM 451. HMA FOR PATCHING.
9. PAYMENT FOR HMA TEMPORARY TRENCH PATCHING SHALL BE PAID FOR UNDER ITEM 472. TEMPORARY ASPHALT PATCHING.

TYPICAL TRENCH SECTIONS

NOT TO SCALE

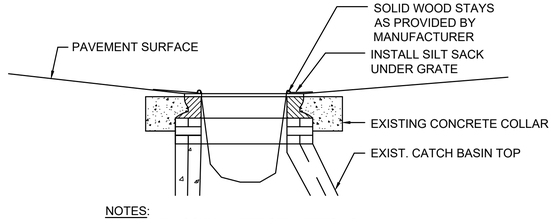
A (FT)	T (FT)	W (FT)	SECTION AREA (SQ FT)	VOLUME PER UNIT LENGTH (CY/FT)
1.00	3.00	2.12	4.68	0.17
1.50	3.50	2.31	5.79	0.21
2.00	4.00	2.49	6.99	0.26
2.50	4.50	2.68	8.28	0.31
3.00	5.00	2.87	9.67	0.36
3.50	5.50	3.05	11.15	0.41
4.00	6.00	3.24	12.72	0.47
4.50	6.50	3.43	14.39	0.53
5.00	7.00	3.61	16.15	0.60



LOW STONE MASONRY WALL IN CEMENT MORTAR

NOT TO SCALE

STA 130+85 TO STA 132+13 (RIGHT)
STA 132+32 TO STA 132+45 (RIGHT)
STA 132+68 TO STA 132+90 (RIGHT)
STA 134+88 TO STA 135+29 (RIGHT)



NOTES:
1. REMOVE ACCUMULATED SEDIMENTS AS REQUIRED TO MANTAIN DRAINAGE.
2. INSPECT FABRIC EVERY WEEK DURING CONSTRUCTION.

SILT SACK

NOT TO SCALE

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

COMMONWEALTH OF MASSACHUSETTS
JOHN G. MORGAN, JR.
CIVIL
No. 46886
REGISTERED PROFESSIONAL ENGINEER
3/5/2025

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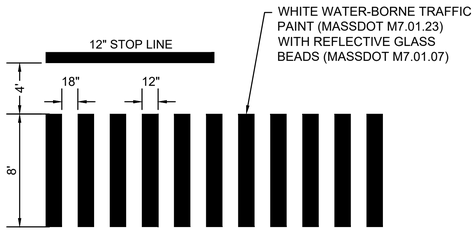
CONSTRUCTION DETAILS - 1

No.	Submittal / Revision	App'd	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
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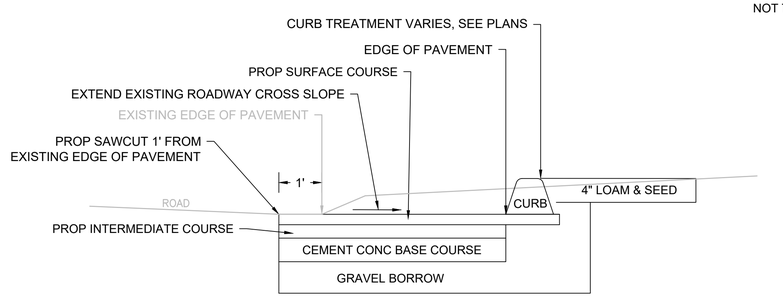
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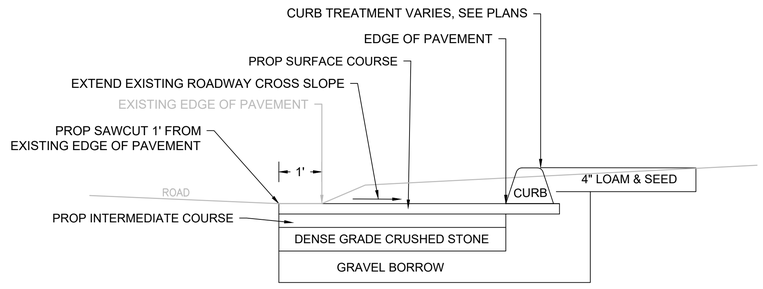
CROSSWALK DETAIL

NOT TO SCALE



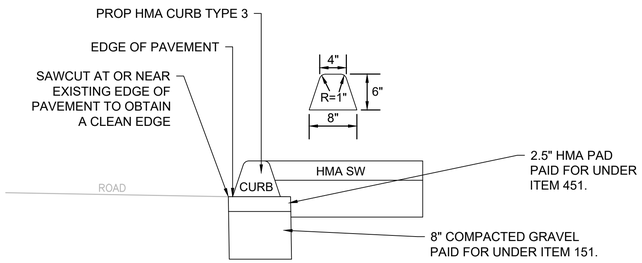
HOT MIX ASPHALT CURB TYPE 3 ADJACENT TO FULL DEPTH PAVEMENT WIDENING (LESS THAN 4 FEET WIDE)

NOT TO SCALE



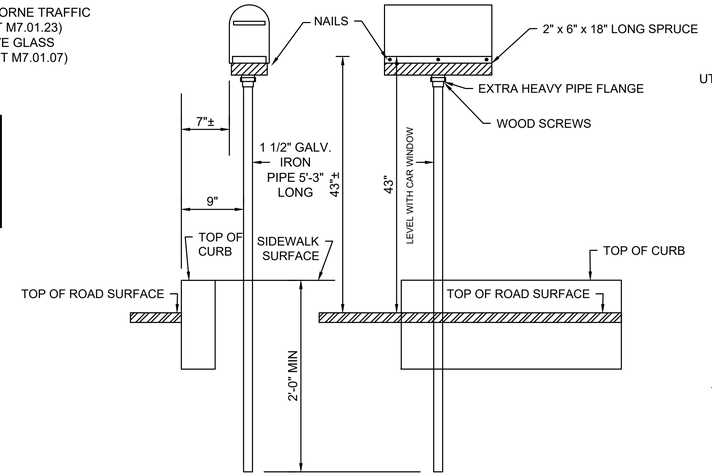
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NOT TO SCALE



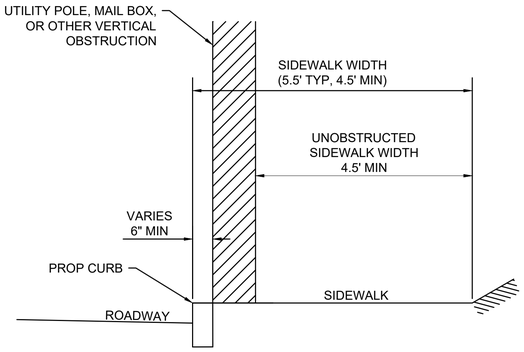
HOT MIX ASPHALT CURB TYPE 3 ADJACENT TO EXISTING ROADWAY

NOT TO SCALE



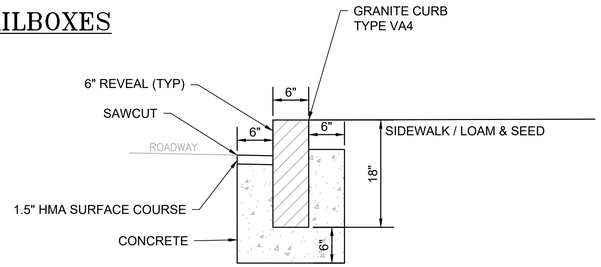
SETTING RURAL MAILBOXES

NOT TO SCALE



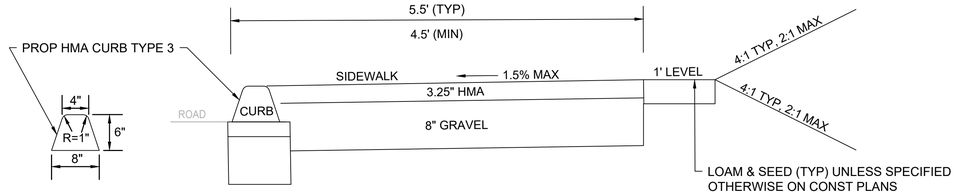
SIDEWALK CLEARANCE DETAIL

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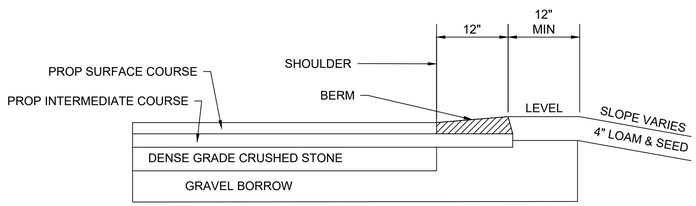
GRANITE CURB SETTING DETAIL

NOT TO SCALE



TYPICAL SIDEWALK SECTION ADJACENT TO ROADWAY DETAIL

NOT TO SCALE



HOT MIX ASPHALT BERM

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

JOHN G. MORGAN, JR. CIVIL No. 46886 REGISTERED PROFESSIONAL ENGINEER COMMONWEALTH OF MASSACHUSETTS

3/5/2025

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CONSTRUCTION DETAILS - 2

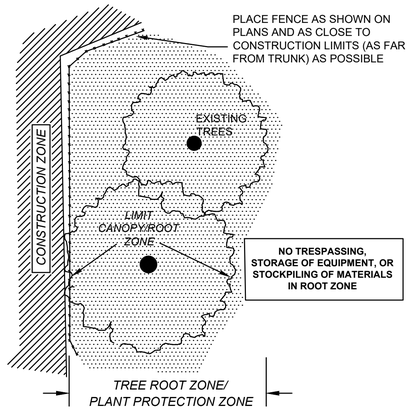
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03-05-2025	77052	NTS

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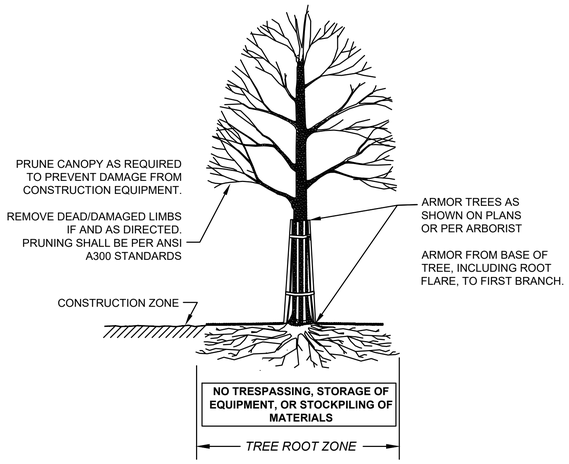
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PLAN VIEW - FENCE PROTECTION OF ROOT ZONE

TREE PROTECTION DETAIL

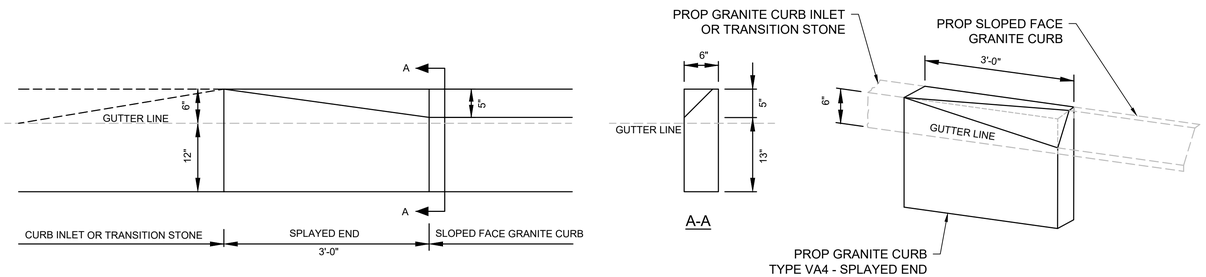
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SECTION - TRUNK ARMORING & PRUNING

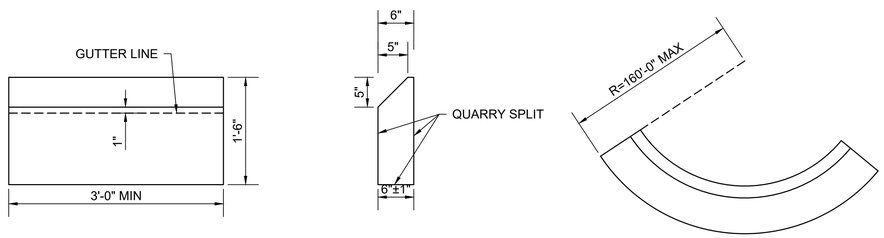
ADD-ALTERNATIVE NOTES:

1. SLOPED FACE GRANITE CURB, GRANITE CURB TYPE VA4 - SPLAYED END, AND GRANITE TRANSITION CURBS FOR PEDESTRIAN RAMPS STRAIGHT AND CURVED ARE INCLUDED AS AN ADD-ALTERNATIVE IN PLACE OF THE HMA CURB TYPE 2 AND TYPE 3 AND/OR AS DIRECTED BY THE ENGINEER.
2. GRANITE SPLAYED ENDS WILL BE PROVIDED AS A TRANSITION BETWEEN THE SLOPED FACE GRANITE CURB AND CURB INLETS AND GRANITE TRANSITION STONES AT PEDESTRIAN CURB RAMPS, DRIVEWAYS, AND LIMITS OF CURB AS DIRECTED BY THE ENGINEER.



GRANITE CURB TYPE VA4 – SPLAYED END DETAIL (TRANSITION FROM CURB INLET & TRANSITION STONES TO SLOPED FACE GRANITE CURB)

NOT TO SCALE

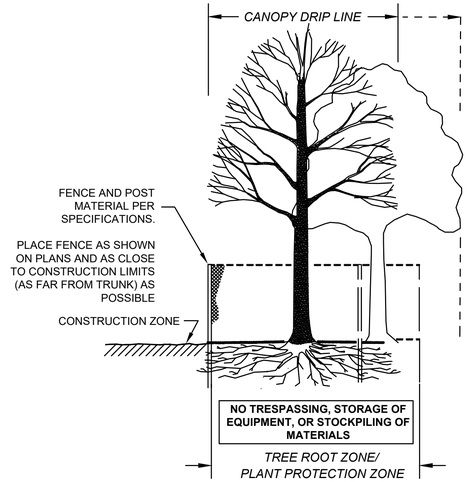


NOTES:

1. TOP SURFACE AND SLOPED SURFACE TO BE DRESSED BY SAW. REMAINDER TO BE QUARRY SPLIT.
2. MINIMUM LENGTH OF STRAIGHT OR CIRCULAR PIECES TO BE 3'-0".
3. CIRCULAR CURB IS REQUIRED ON CURVES WITH RADII OF 160'-0" OR LESS. STRAIGHT CURB TO BE USED ON CURVES OF MORE THAN 160'-0" RADIUS.

SLOPED FACE GRANITE CURB DETAIL

NOT TO SCALE



SECTION - FENCE PROTECTION OF ROOT ZONE

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CONSTRUCTION DETAILS - 3

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GENERAL PEDESTRIAN CURB RAMP NOTES:

1. ALL PEDESTRIAN CURB RAMPS SHALL CONFORM TO THE REQUIREMENTS OF THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (AAB), THE AMERICAN WITH DISABILITIES ACT (ADA) AND THE LATEST MASSDOT HIGHWAY DIVISION PEDESTRIAN CURB RAMP STANDARDS.

2. THE LOCATIONS OF THE PROPOSED PEDESTRIAN CURB RAMPS ARE SHOWN ON THE CONSTRUCTION PLANS. ADDITIONAL TYPICAL DETAILS AND PEDESTRIAN CURB RAMP DATA TABLE ARE SHOWN IN THE CONSTRUCTION DETAILS.

3. PROPOSED PEDESTRIAN CURB RAMP SLOPES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE PLACING OF CONCRETE, AND BE ADJUSTED, IF NECESSARY, TO CONFORM TO THE LATEST ADAAG/ PROWAG/ MAAB STANDARDS, AS DIRECTED BY THE ENGINEER.

4. ALL PROPOSED CURB FOR PEDESTRIAN CURB RAMP TRANSITIONS SHALL BE CUT AND TRANSITIONED AS NECESSARY TO PROVIDE THE CORRECT TRANSITION LENGTHS FOR EACH PEDESTRIAN CURB RAMP, AS SHOWN ON THE PEDESTRIAN CURB RAMP DETAILS OR AS DIRECTED BY THE ENGINEER. ANY EXISTING CURB INLETS IN AREAS OF NEW PEDESTRIAN CURB RAMP TRANSITIONS SHALL BE REMOVED AND REPLACED WITH APPROPRIATE TRANSITION CURB AS DIRECTED BY THE ENGINEER.

5. IN NO CASE, EXCEPT FOR MAXIMUM LENGTH HIGH SIDE TRANSITIONS (GUTTER SLOPES GREATER THAN 4%) SHALL ANY TRANSITION SLOPE OF ANY PEDESTRIAN CURB RAMP EXCEED 7.5%.

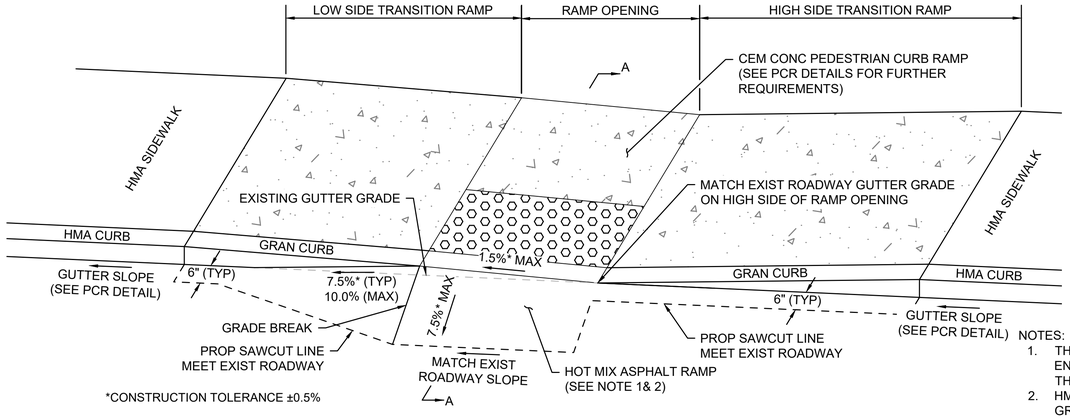
6. WHEN PLACEMENT OF THE PROPOSED PEDESTRIAN CURB RAMP IS SUCH THAT IT IS UNAVOIDABLE FOR EXISTING STRUCTURES, THAT CANNOT BE MOVED OR RESET, TO BE WITHIN THE PEDESTRIAN CURB RAMP, EXTREME CARE SHALL BE TAKEN SUCH THAT THE EXISTING STRUCTURE IS WITHIN THE TRANSITIONS ONLY, IF POSSIBLE, WHEN THE NEW PEDESTRIAN CURB RAMP IS PLACED AND THAT A 48 INCH WIDE (MIN) CLEAR PATH OF TRAVEL EXISTS BETWEEN THE EXISTING STRUCTURE AND EITHER THE CURBLINE OR THE BACK OF THE SIDEWALK, AS DIRECTED BY THE ENGINEER.

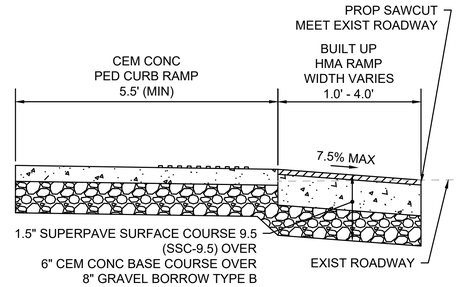
7. IN RARE INSTANCES WHERE AN EXISTING MANHOLE, HANDHOLE OR OTHER EXISTING "SURFACE" TYPE STRUCTURE WHICH CANNOT BE REMOVED OR RESET, IS WITHIN THE ACTUAL PEDESTRIAN CURB RAMP PATH, THE STRUCTURE SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOPMOST SURFACE OR THE STRUCTURE COVER SHALL BE FLUSH WITH THE NEW RAMP SURFACE AND SHALL MATCH THE SLOPE OF THE NEW PEDESTRIAN CURB RAMP EXACTLY, AS DIRECTED BY THE ENGINEER.

8. ALL PEDESTRIAN CURB RAMPS WITHIN THE PROJECT LIMITS SHALL HAVE DETECTABLE WARNING PANELS INSTALLED IN ACCORDANCE WITH MASSDOT STANDARD DRAWING E 107.6.5R.

9. TOLERANCE FOR CONSTRUCTION IS +/- 0.5%.

10. THE FOLLOWING SHALL APPLY FOR ALL PEDESTRIAN CURB RAMPS.
- THE GRADE ON THE HIGH SIDE OF THE RAMP OPENING SHALL MEET THE EXISTING ROADWAY GUTTER GRADE.
- THE MAXIMUM SLOPE OF THE HMA BETWEEN THE CONC RAMP AND THE ROADWAY TIE IN SHALL BE 7.5% ±0.5% CONST TOLERANCE.



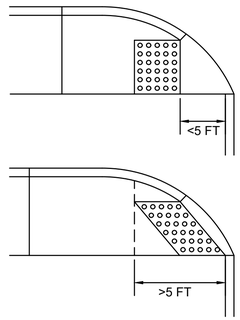


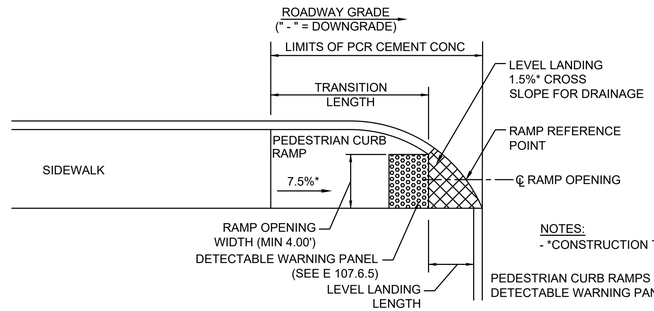
SECTION A-A

NOTES:
1. THIS DETAIL SHALL BE APPLIED AS DIRECTED BY THE ENGINEER. THE ENGINEER SHALL APPROVE LIMITS OF HMA PRIOR TO CONSTRUCTION OF THE PEDESTRIAN CURB RAMPS.
2. HMA TRANSITION FROM THE CURB RAMP TO THE EXISTING ROADWAY GRADES SHALL BE PAID FOR UNDER ITEM 451. HMA FOR PATCHING.
3. SEE APPLICABLE PEDESTRIAN CURB RAMP DETAILS FOR FURTHER CURB RAMP REQUIREMENTS.

BUILT UP PEDESTRIAN CURB RAMP FOR GUTTER SLOPES 3.0% OR GREATER

N.T.S.





NOTES:
- *CONSTRUCTION TOLERANCE ±0.5%

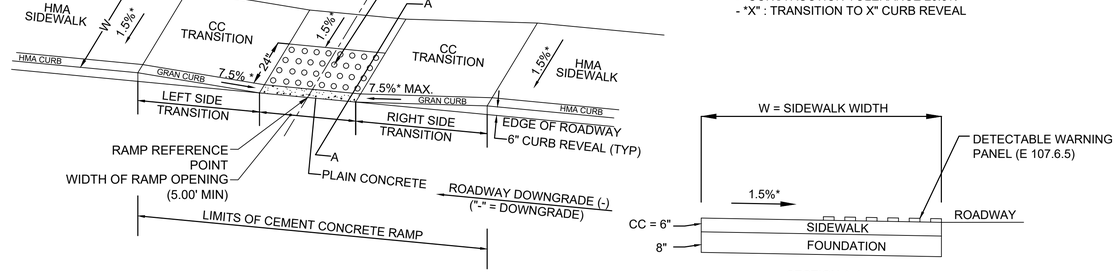
PEDESTRIAN CURB RAMPS WILL BE FITTED WITH DETECTABLE WARNING PANELS (SEE E 107.6.5)

PCR #	ALIGNMENT	RAMP REFERENCE POINT		LEVEL LANDING LENGTH	RAMP OPENING WIDTH	TRANSITION	
		STATION	OFFSET			GUTTER GRADE	LENGTH
15	CEDAR ST	133+84.11	13.00' RT	3.33'	5.00'	-0.56%	6'-6"
16	CEDAR ST	134+17.15	11.90' RT	3.89'	5.00'	2.58%	11'-0"

PEDESTRIAN CURB RAMP FOR ONE CONTINUOUS DIRECTION OF PEDESTRIAN TRAVEL

REFER TO MASSDOT STD. DTL. E 107.6.0

N.T.S.



NOTES:
- *CONSTRUCTION TOLERANCE ±0.5%
- "X" : TRANSITION TO X" CURB REVEAL

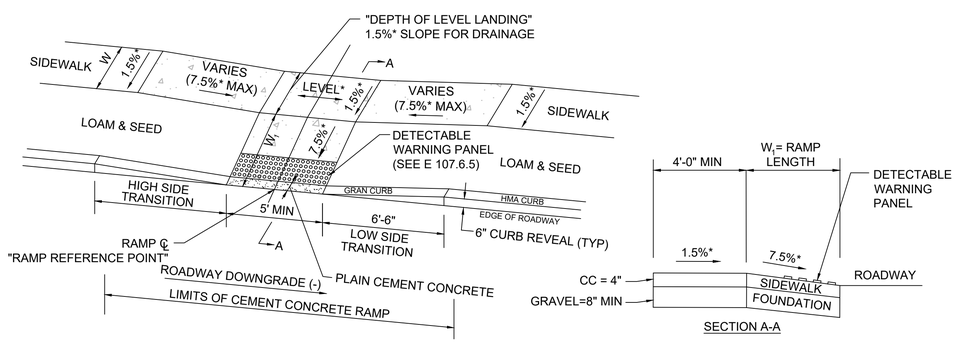
SECTION A-A

PCR #	ALIGNMENT	RAMP REFERENCE POINT		WIDTH OF SIDEWALK (W)	WIDTH OF RAMP OPENING MIN 5.00'	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
		STATION	OFFSET				LEFT	RIGHT
2	CEDAR ST	108+05.96	12.10' RT	5.50'	5.00'	3.05%	-	-
4	CEDAR ST	108+52.14	21.37' LT	5.50'	5.00'	-5.11%	6'-6"	15'-0"
5	CEDAR ST	110+34.68	10.00' LT	5.50'	5.00'	-3.28%	6'-6"	7'-0"*3"
6	CEDAR ST	110+34.49	13.35' RT	5.50'	5.00'	3.56%	-	-
7	CEDAR ST	116+55.52	10.69' LT	5.50'	5.00'	-2.66%	6'-6"	11'-0"
8	CEDAR ST	116+55.90	14.77' RT	5.50'	5.00'	3.26%	14'-0"	6'-6"
9	CEDAR ST	119+89.27	11.00' LT	5.50'	5.00'	-5.61%	6'-6"	15'-0"
10	CEDAR ST	120+04.93	13.16' RT	5.50'	5.00'	6.07%	-	-
11	CEDAR ST	124+72.73	11.92' LT	5.50'	5.00'	0.66%	7'-8"	6'-6"
12	CEDAR ST	124+71.64	17.75' RT	5.50'	5.00'	2.32%	6'-6"	15'-0"
13	CEDAR ST	129+31.40	12.75' LT	5.50'	5.00'	-0.03%	6'-6"	7'-8"
17	CEDAR ST	141+83.60	22.40' RT	6.75'	5.00'	4.22%	15'-0"	6'-6"

PEDESTRIAN CURB RAMP – NARROW SIDEWALK

REFER TO MASSDOT STD. DTL. E 107.2.1

N.T.S.



SECTION A-A

PCR #	ALIGNMENT	RAMP REFERENCE POINT		LENGTH OF PRIMARY RAMP (W1)	WIDTH OF SIDEWALK (W)	WIDTH OF RAMP OPENING MIN 5.0'	DEPTH OF LEVEL LANDING MIN 4.0'	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
		STATION	OFFSET						LEFT	RIGHT
1	CEDAR ST	108+01.57	8.60' LT	3.0'	5.0'	5.0'	5.0'	3.40%	-	-
3	CEDAR ST	108+22.82	21.22' LT	5.9'	5.0'	5.0'	5.0'	0.53%	6'-0"	7'-11"
14	CEDAR ST	129+31.87	10.40' RT	5.0'	5.0'	5.0'	5.0'	0.80%	7'-8"	6'-6"

PEDESTRIAN CURB RAMP WITH LANDSCAPING STRIP

REFER TO MASSDOT STD. DTL. E 107.6.9

N.T.S.

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

JOHN G. MORGAN, JR. CIVIL No. 46886 REGISTERED PROFESSIONAL ENGINEER COMMONWEALTH OF MASSACHUSETTS
3/5/2025

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

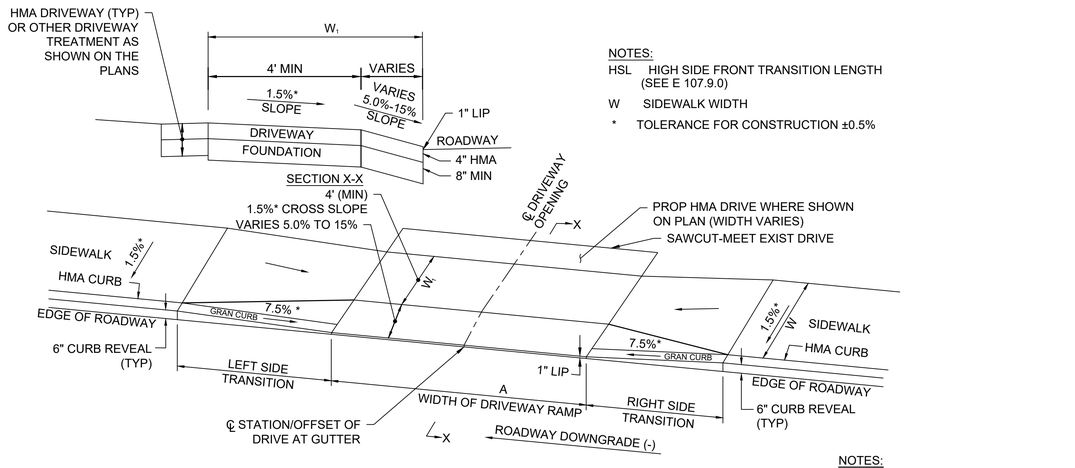
CONSTRUCTION DETAILS - 4

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	NTS

Drawing No.:
18 OF 21

File: v:\PROJECTS\ANY\K60\077052.000\09_DESIGN\DRAWINGS\HWY\DWG\077052_-HDCONST_DETAILS.DWG
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NOTES:

HSL HIGH SIDE FRONT TRANSITION LENGTH (SEE E 107.9.0)

W SIDEWALK WIDTH

* TOLERANCE FOR CONSTRUCTION ±0.5%

NOTES:

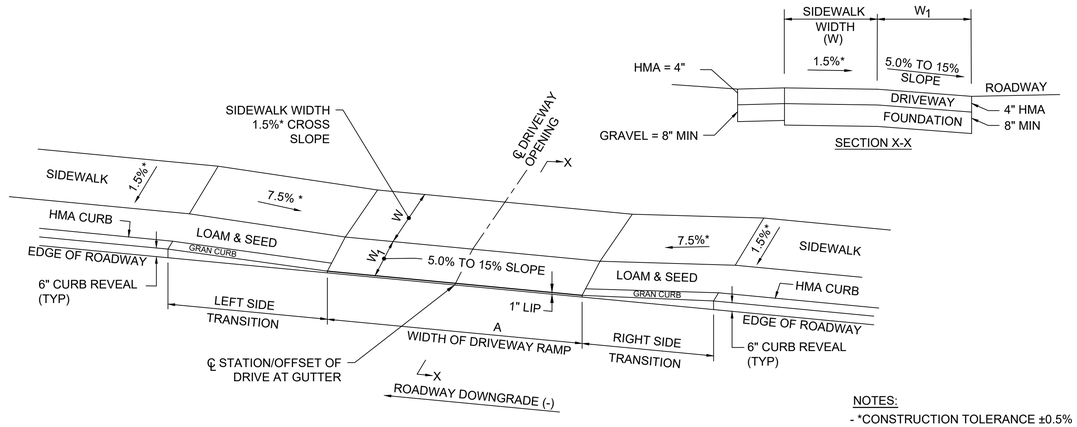
- *X" : TRANSITION TO X" CURB REVEAL

SIDEWALK THROUGH DRIVEWAYS WITHOUT CURB RETURNS

REFER TO MASSDOT STD. DTL. E 107.7.0

NOT TO SCALE

DWY #	ALIGNMENT	DWY REFERENCE POINT ℄		WIDTH OF SIDEWALK (W)	PATH OF TRAVEL WIDTH (W)	WIDTH OF DRIVEWAY RAMP OPENING (A)	ROADWAY GUTTER	TRANSITION LENGTH		
		STATION	OFFSET					LEFT	RIGHT	
1	CEDAR ST	109+00.22	10.21' LT	5.50'	4.00'	25.72'	-3.13%	6'-6"	14'-0"	
2	CEDAR ST	110+62.39	10.00' LT	5.50'	4.00'	21.97'	-3.43%	3'-3"$^{+3"}$	14'-0"	
3	CEDAR ST	111+19.45	10.00' LT	5.50'	4.00'	15.00'	-4.45%	6'-6"	15'-0"	
4	CEDAR ST	111+73.75	10.00' LT	5.50'	4.00'	22.62'	-2.81%	6'-6"	6'-6"$^{+3"}$	
5	CEDAR ST	112+07.51	10.00' LT	5.50'	4.00'	12.73'	-2.98%	3'-3"	11'-0"	
6	CEDAR ST	113+14.24	10.00' LT	5.50'	4.00'	21.31'	-2.99%	6'-6"	11'-0"	
7	CEDAR ST	113+59.45	10.00' LT	5.50'	4.00'	17.18'	-1.37%	6'-6"	9'-0"	
8	CEDAR ST	114+24.76	10.00' LT	5.50'	4.00'	10.92'	-1.95%	6'-6"	9'-0"	
9	CEDAR ST	115+33.50	10.15' LT	5.50'	4.00'	15.52'	-2.63%	6'-6"	6'-6"$^{+3"}$	
10	CEDAR ST	115+63.26	10.26' LT	5.50'	4.00'	10.92'	-2.16%	3'-3"$^{+3"}$	11'-0"	
11	CEDAR ST	117+13.93	11.00' LT	5.50'	4.00'	21.57'	-3.07%	6'-6"	14'-0"	
12	CEDAR ST	118+25.74	11.00' LT	5.50'	4.00'	16.40'	-5.48%	6'-6"	15'-0"	
13	CEDAR ST	119+19.27	11.00' LT	5.50'	4.00'	16.97'	-7.14%	6'-6"	15'-0"	
14	CEDAR ST	120+74.63	11.00' LT	5.50'	4.00'	21.86'	-1.95%	6'-6"	9'-0"	
15	CEDAR ST	121+76.96	11.00' LT	5.50'	4.00'	15.70'	-3.76%	6'-6"	14'-0"	
16	CEDAR ST	122+84.24	11.00' LT	5.50'	4.00'	13.32'	1.79%	9'-0"	6'-6"	
17	CEDAR ST	123+29.66	11.00' LT	5.50'	4.00'	10.76'	0.52%	7'-8"	6'-6"	
18	CEDAR ST	123+81.50	11.00' LT	5.50'	4.00'	27.47'	0.27%	7'-8"	3'-3"$^{+3"}$	
19	CEDAR ST	124+26.04	11.44' LT	5.50'	4.00'	28.08'	-0.53%	3'-3"$^{+3"}$	7'-6"	
20	CEDAR ST	125+87.86	11.00' LT	5.50'	4.00'	23.45'	-2.72%	6'-6"	11'-0"	
21	CEDAR ST	126+87.65	10.00' LT	4.50'-5.50'	4.50'-5.50'	25.83'	-1.76%	6'-6"	9'-0"	
22	CEDAR ST	127+50.47	9.81' RT	-	-	20.56'	1.89%	-	-	NO SIDEWALK AT THIS DRIVEWAY
23	CEDAR ST	128+08.36	10.00' LT	4.50'	4.50'	15.00'	-3.92%	6'-6"	14'-0"	
24	CEDAR ST	128+77.03	11.11' LT	4.50'	4.50'	29.95'	-3.43%	6'-6"	14'-0"	
26	CEDAR ST	129+69.50	11.04' RT	5.03'-6.14'	4.03'-5.14'	14.25'	1.16%	9'-0"	6'-6"	
27	CEDAR ST	132+20.37	10.00' RT	5.50'	4.00'-4.23'	13.07'	1.05%	9'-0"	6'-6"	
28	CEDAR ST	132+58.20	10.00' RT	5.50'	4.06'-4.43'	20.29'	-0.99%	6'-6"	7'-6"	
29	CEDAR ST	135+82.79	10.00' RT	5.50'	4.00'	20.14'	1.33%	9'-0"	6'-6"	
30	CEDAR ST	136+33.91	10.00' RT	4.50'	4.50'	12.24'	-0.08%	6'-6"	7'-6"	
31	CEDAR ST	136+84.56	11.54' RT	5.50'	4.00'	25.54'	-0.15%	6'-6"	7'-6"	
32	CEDAR ST	137+42.54	12.00' RT	5.50'	4.00'	22.19'	0.34%	7'-6"	6'-6"	
33	CEDAR ST	138+57.48	12.00' RT	5.50'	4.00'	19.73'	2.93%	11'-0"	6'-6"	
34	CEDAR ST	139+11.11	12.11' RT	5.50'	4.00'	13.71'	0.16%	6'-6"	6'-6"	DRIVEWAY IS AT HIGH POINT, BOTH TRANSITIONS SHALL BE 6'6".
35	CEDAR ST	139+56.84	11.83' RT	5.71'-7.47'	5.46'-5.69'	10.63'	-2.63%	6'-6"	11'-0"	



NOTES:

- *CONSTRUCTION TOLERANCE ±0.5%

HMA SIDEWALK THROUGH DRIVEWAY WITH LANDSCAPING STRIP

NOT TO SCALE

DWY #	ALIGNMENT	RAMP REFERENCE POINT		LENGTH OF PRIMARY RAMP (W1)	WIDTH OF SIDEWALK (W)	WIDTH OF DRIVEWAY RAMP (A)	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
		STATION	OFFSET					LEFT	RIGHT
25	CEDAR ST	129+03.98	16.43' RT	5.00'	5.00'	16.32'	1.44%	7'-8"	6'-6"
36	CEDAR ST	141+17.71	13.00' RT	2.50'	5.00'	14.60'	-4.93%	6'-6"	15'-0"

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

JOHN G. MORGAN, JR. CIVIL No. 46886 REGISTERED PROFESSIONAL ENGINEER COMMONWEALTH OF MASSACHUSETTS

3/5/2025

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CONSTRUCTION DETAILS - 5

No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	NTS

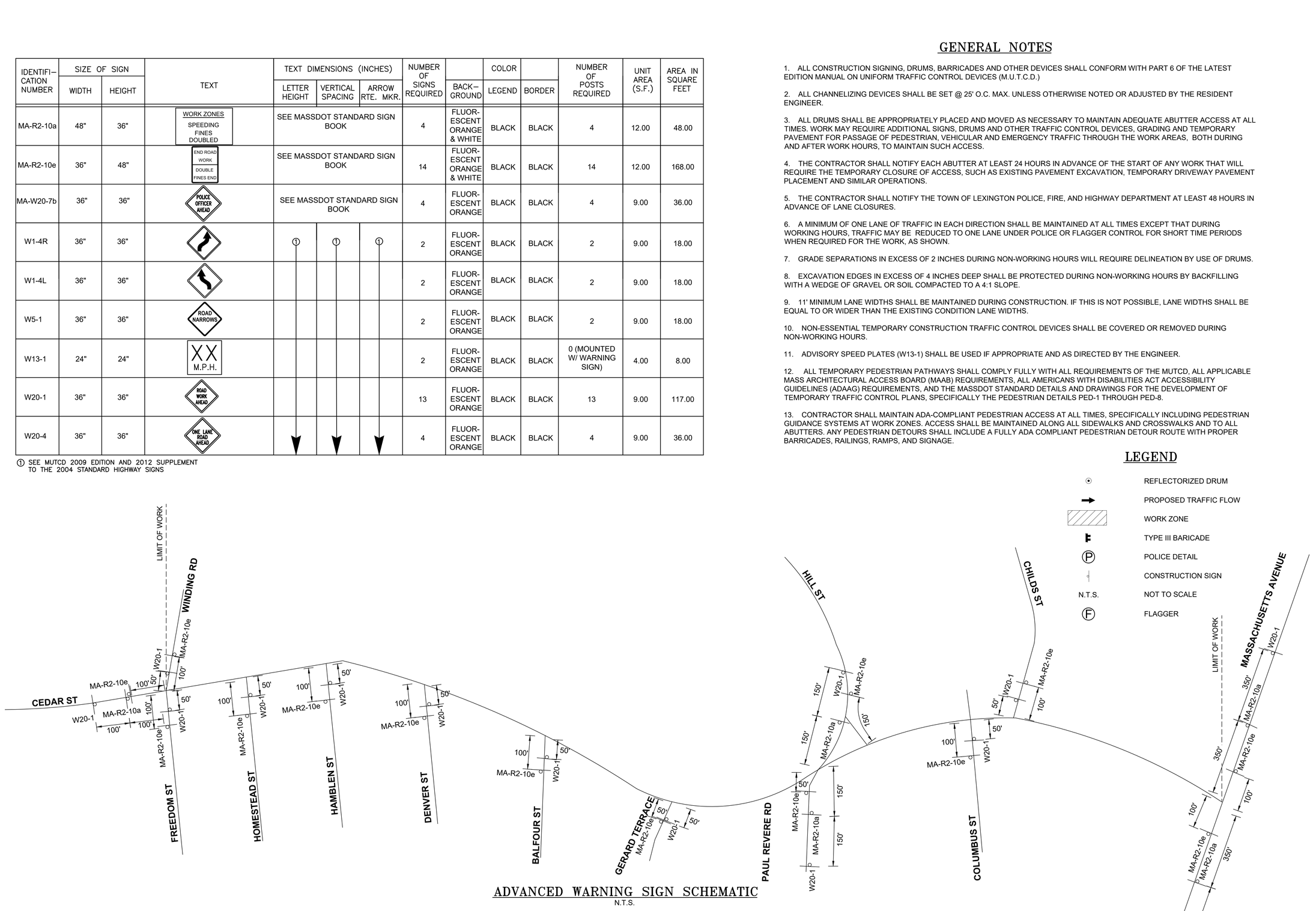
Drawing No.:

19 OF 21

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Saved: 2/28/2025 11:40:50 AM Plotted: 3/5/2025 11:16:04 AM Current User: Hussein, Zainab LastSavedBy: 6535

IDENTIFI–CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	BACK–GROUND	COLOR	BORDER	NUMBER OF POSTS REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.			LEGEND				
MA-R2-10a	48"	36"	WORK ZONES SPEEDING FINES DOUBLED	SEE MASSDOT STANDARD SIGN BOOK			4	FLUOR-ESCENT ORANGE & WHITE	BLACK	BLACK	4	12.00	48.00
MA-R2-10e	36"	48"	END ROAD WORK DOUBLE FINES END	SEE MASSDOT STANDARD SIGN BOOK			14	FLUOR-ESCENT ORANGE & WHITE	BLACK	BLACK	14	12.00	168.00
MA-W20-7b	36"	36"	POLICE OFFICER AHEAD	SEE MASSDOT STANDARD SIGN BOOK			4	FLUOR-ESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
W1-4R	36"	36"		①	①	①	2	FLUOR-ESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W1-4L	36"	36"					2	FLUOR-ESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W5-1	36"	36"	ROAD NARROWS				2	FLUOR-ESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W13-1	24"	24"	XX M.P.H.				2	FLUOR-ESCENT ORANGE	BLACK	BLACK	0 (MOUNTED W/ WARNING SIGN)	4.00	8.00
W20-1	36"	36"	ROAD WORK AHEAD				13	FLUOR-ESCENT ORANGE	BLACK	BLACK	13	9.00	117.00
W20-4	36"	36"	ONE LANE ROAD AHEAD				4	FLUOR-ESCENT ORANGE	BLACK	BLACK	4	9.00	36.00

① SEE MUTCD 2009 EDITION AND 2012 SUPPLEMENT TO THE 2004 STANDARD HIGHWAY SIGNS



ADVANCED WARNING SIGN SCHEMATIC
N.T.S.

GENERAL NOTES

1. ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH PART 6 OF THE LATEST EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)

2. ALL CHANNELIZING DEVICES SHALL BE SET @ 25' O.C. MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE RESIDENT ENGINEER.

3. ALL DRUMS SHALL BE APPROPRIATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORK HOURS, TO MAINTAIN SUCH ACCESS.

4. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.

5. THE CONTRACTOR SHALL NOTIFY THE TOWN OF LEXINGTON POLICE, FIRE, AND HIGHWAY DEPARTMENT AT LEAST 48 HOURS IN ADVANCE OF LANE CLOSURES.

6. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT DURING WORKING HOURS, TRAFFIC MAY BE REDUCED TO ONE LANE UNDER POLICE OR FLAGGER CONTROL FOR SHORT TIME PERIODS WHEN REQUIRED FOR THE WORK, AS SHOWN.

7. GRADE SEPARATIONS IN EXCESS OF 2 INCHES DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.

8. EXCAVATION EDGES IN EXCESS OF 4 INCHES DEEP SHALL BE PROTECTED DURING NON-WORKING HOURS BY BACKFILLING WITH A WEDGE OF GRAVEL OR SOIL COMPACTED TO A 4:1 SLOPE.

9. 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED DURING CONSTRUCTION. IF THIS IS NOT POSSIBLE, LANE WIDTHS SHALL BE EQUAL TO OR WIDER THAN THE EXISTING CONDITION LANE WIDTHS.

10. NON-ESSENTIAL TEMPORARY CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS.

11. ADVISORY SPEED PLATES (W13-1) SHALL BE USED IF APPROPRIATE AND AS DIRECTED BY THE ENGINEER.

12. ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF THE MUTCD, ALL APPLICABLE MASS ARCHITECTURAL ACCESS BOARD (MAAB) REQUIREMENTS, ALL AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) REQUIREMENTS, AND THE MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS, SPECIFICALLY THE PEDESTRIAN DETAILS PED-1 THROUGH PED-8.

13. CONTRACTOR SHALL MAINTAIN ADA-COMPLIANT PEDESTRIAN ACCESS AT ALL TIMES, SPECIFICALLY INCLUDING PEDESTRIAN GUIDANCE SYSTEMS AT WORK ZONES. ACCESS SHALL BE MAINTAINED ALONG ALL SIDEWALKS AND CROSSWALKS AND TO ALL ABUTTERS. ANY PEDESTRIAN DETOURS SHALL INCLUDE A FULLY ADA COMPLIANT PEDESTRIAN DETOUR ROUTE WITH PROPER BARRICADES, RAILINGS, RAMPS, AND SIGNAGE.

LEGEND

- REFLECTORIZED DRUM
- PROPOSED TRAFFIC FLOW
- WORK ZONE
- TYPE III BARICADE
- (P) POLICE DETAIL
- CONSTRUCTION SIGN
- N.T.S. NOT TO SCALE
- (F) FLAGGER

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TOWN OF LEXINGTON, MASSACHUSETTS

HIGHWAY DEPARTMENT

CEDAR STREET SIDEWALK PROJECT

COMMONWEALTH OF MASSACHUSETTS
JOHN G. MORGAN, JR.
CIVIL
No. 46886
REGISTERED PROFESSIONAL ENGINEER
3/5/2025

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

TEMPORARY TRAFFIC CONTROL PLANS - 1

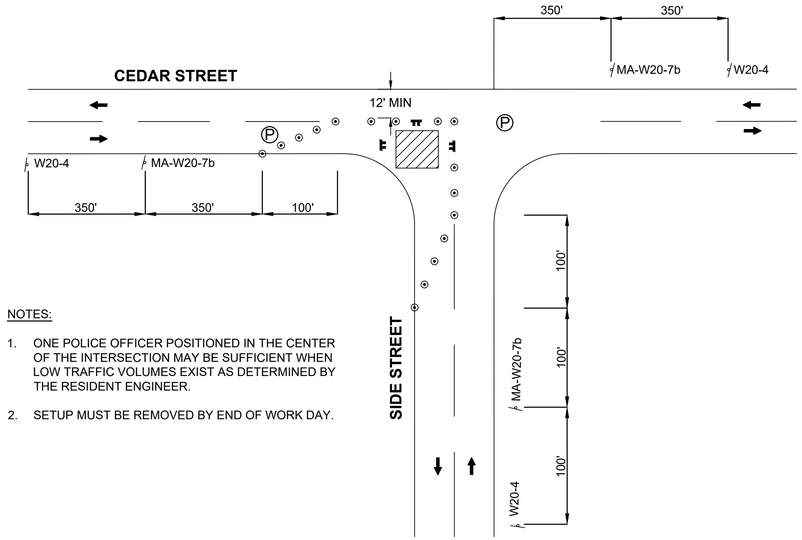
No.	Submittal / Revision	App'd.	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	NTS

Drawing No.:

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NOTES:

1. ONE POLICE OFFICER POSITIONED IN THE CENTER OF THE INTERSECTION MAY BE SUFFICIENT WHEN LOW TRAFFIC VOLUMES EXIST AS DETERMINED BY THE RESIDENT ENGINEER.
2. SETUP MUST BE REMOVED BY END OF WORK DAY.

TYPICAL MOVABLE WORK AREA "OPERATIONAL" (DAY-TO-DAY) PLAN

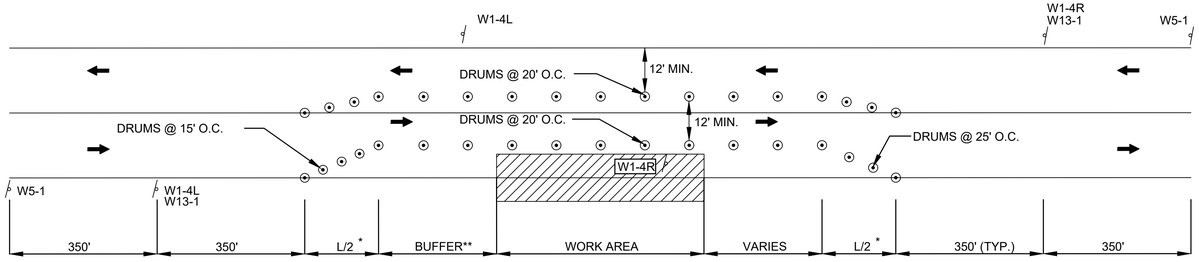
N.T.S.

LEGEND

⊙	CHANNELIZING DEVICE
→	PROPOSED TRAFFIC FLOW
▨	WORK ZONE
	TYPE III BARICADE
Ⓟ	POLICE DETAIL
	CONSTRUCTION SIGN
N.T.S.	NOT TO SCALE

TABLE 1 – BUFFERS

SPEED (MPH)	DISTANCE (FT)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

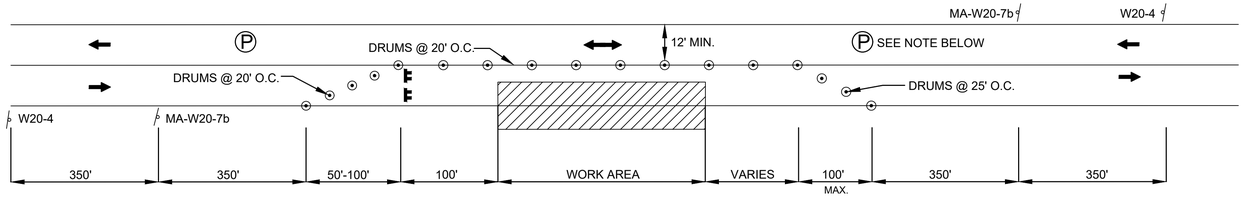


* $L=\frac{WS^2}{60}$ L=TAPER LENGTH
W=WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED
S=POSTED SPEED LIMIT

TYPICAL TWO WAY STREET LANE SHIFT

N.T.S.

** SEE TABLE 1 FOR APPROPRIATE BUFFER BASED UPON SPEED



TYPICAL TWO WAY STREET LANE CLOSURE

N.T.S.

NOTE:
WORK THAT WILL DISRUPT EXISTING TRAFFIC PATTERNS WITHIN THE EXISTING ROADWAYS (LANE REDUCTION, ETC.) SHALL ONLY BE DONE DURING OFF PEAK HOURS. NUMBERS AND LOCATION OF POLICE DETAILS FOR WORK ZONE AND/OR DETOUR MANAGEMENT SHALL BE DETERMINED BY THE RESIDENT ENGINEER ON A CASE BY CASE BASIS, AS WORK PROGRESSES.

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TEMPORARY TRAFFIC CONTROL PLANS - 2

No.	Submittal / Revision	App'd	By	Date
1	FINAL DESIGN			03/05/25

Designed By:	Drawn By:	Checked By:
ZH	ZH	ACV/JGM
Issue Date:	Project No:	Scale:
03-05-2025	77052	NTS

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